

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 277.—Vol. X.]

London : SATURDAY, DECEMBER 12, 1840.

[PRICE 6D.

STANNARIES OF CORNWALL.  
IN THE VICE-WARDEN'S COURT.  
Pursuant to the several decrees of the Vice-Warden's Court, made in the consolidated causes of Mason v. Bennett, Merrifield v. Bennett, and Baker v. Bennett, the creditors of the defendant, in respect of HARBORROW MINE, in the parish of Calstock, within the said stannaries, are forthwith to come in and prove their debts before the registrar of the said court, at his office in Truro.

SIMMONS, PASSINGHAM, and SIMMONS,  
Plaintiffs' Solicitors, Truro.  
Dated December 1.

MINE MATERIALS.

FOR SALE, BY PRIVATE CONTRACT, the REMAINING MACHINERY AND MATERIALS at St. ENUER CONSOLIDATED MINES, in the parish of St. Enuer, Cornwall, consisting of—

A 14-inch cylinder steam pumping engine, without a main beam, commonly called a Bull's engine. This engine has done good duty, as may be seen by Lear's Reports.

A 14-inch cylinder rope, 260 fathoms long; 1 large capstan; 1 small ditto.

Several oak stamp-axes, iron and wood filters, frames, heads, &c.

One 16-inch plunger pole, 10 feet long, plunger case, stuffing-box, and gland.

Dust-filter—ditto, 11 ditto, ditto, ditto.

One 14-inch H piece.

One 14-inch working barrel, one 14, one 14, one 14, and one 14 ditto.

One 18-inch windlass, one 17-inch ditto, one 11-inch ditto.

One 18-inch matching piece, one 14-inch ditto.

One 9-inch bucket-door-piece; one 15-inch slack door-piece.

Two 12-inch pumps, 9 feet long.

Browsing, crushing, and boring machines, tooth gear, &c.

Capstan, axes, rod plates, balance bars, and sundry other things.

The materials are all in good condition, much of them being nearly new.

Apply to Mr. Geach, of Bodmin; Captain William Branson, of Wheal Ruby Mine, in Wendron, near Helston; or Captain James Mitchell, at St. Enuer Consols Mine, near Summercourt, December 1.

TO BE SOLD, by PRIVATE CONTRACT, that extensive

coal field, known as the HAZLERIGG COAL MINES, together with the long-established, and valuable current going colliery, called FAWDON COLLIERY,

situated about three miles north of Newcastle-upon-Tyne, with all the fixed and moveable stock thereon.

The coal is the High Main, or Wall's End seam, is of excellent quality for domestic purposes, and has been well known in the London and coast markets for the last twenty-six years as "Newmarch's Wall's End." A new winning was completed between one and two years ago, and a pumping-engine erected thereon, considerably more than competent to the fullest requirements of the colliery, and no outlay will be needed in the winning of new portions of coal to this colliery for a long period of years. The great extent of the Hazlerigg coal-field, comprising about 4500 acres, affords the opportunity of establishing other valuable collieries.

For further particulars, application may be made to Mr. James Easton, the colliery viewer; to Mr. Thomas Forster, Haswell colliery; to John Wilkinson, Esq., solicitor, Hull; to Messrs. Bell, Brodrick, and Bell, solicitors, Bow Church-yard, London; or to Messrs. Carr and Jobling, solicitors, Newcastle-upon-Tyne.

Newcastle, November 1840.

STEAM-ENGINE FOR SALE.—TO BE SOLD, by PRIVATE

CONTRACT, at IVY BRIDGE CONSOLES MINE, near Ivy Bridge, a CONDENSING STEAM-ENGINE, with a cylinder twelve inches, making a three feet stroke, with crank shaft, fly wheel, and a strong pair of spur wheels; the whole is attached to strong iron framing, and can be fixed at a very trifling expense. The boiler is wrought-iron 4 plates (strong), with the flue pipe in the end, weighing about five tons, fitted with steam and feed pipes, safety valve, fire door, bars, &c. The engine and boiler are in good condition, and well adapted to a corn mill, sawing machinery, pumping water, or for any purpose where a rotary motion is required.

Application to be made to Mr. P. Collier, secretary, Plymouth, or to Captain Choke, at the mine.

Dated Plymouth, Nov. 28.

TO BE SOLD, BY PRIVATE CONTRACT, one 85-inch

cylinder ENGINE, and one 70-inch ditto, nearly new, and without boilers; also, a great many 17, 18, and 19-inch pumps, plunger poles, slack doors, windlasses, &c.—Apply to Captain Richards, Rosneath, near Marazion, Cornwall.

FOR SALE, at TRESAVEAN MINE.—An 80-inch cylinder, with cover, piston, and piston rod, main cap, parallel motion, anchor blocks, and brasses to fit, with the working gear, main pins, and caps for the connection rod. The above may be had with or without the main beam, which is cast-iron, and weighs twenty-six tons.—For particulars, and to treat for the same, apply to the agents of this mine.

TO IRONMASTERS AND COPPER ROLLERS.—A PAIR OF BOLT ROLLERS, 4 feet long, and 22 inches diameter, with grooves from 1 inch to 4; also, a plain roller of the same size, TO BE SOLD, for half their value.

Apply to Messrs. Galloway and Son, engineers, West-street, Smithfield, between the hours of Ten and Four.

BLACKBAND IRONSTONE FIELDS IN AYRSHIRE TO

BE LET.—Recent surveys having led to the discovery of three seams of blackband ironstone, of good quality, in the Earl of Eglington's estates, these are hereby offered to be let, to parties of capital and experience, for carrying on an ironworks, which it is believed would be advantageously placed in the vicinity of Kilwinning, adjoining to the Ardrossan Railway.

One of the seams of blackband is found at Coalhill, in a pit forty-one feet deep, where the ironstone measures upwards of three feet thick, and in quality fully equal to the blackband now working for the supply of Blair ironworks, near Dalry; indeed, it appears that Coalhill blackband is identical with that at Dalry. A seam of coal about three feet thick overlies the ironstone, and the pit at Coalhill is about three miles from Ardrossan Railway.

A second seam of blackband is found near the terminus of the railway, it ranges for some distance along the sea beach, near Ardrossan baths, where it is conformable to the neighbouring coal strata, which can be traced partly along shore, and by aid of a pit on the Malibay Burn, coal, to dip regularly to half-crofts without interruption; thus plainly indicating that this seam of ironstone should be found abundant in the lands north and east of Ardrossan.

A third seam of blackband is found at High Moncur, in the banks of Lugton Water, adjoining the Glasgow and Kilmarnock Railway. The position of this ironstone is ascertained to be between the main and stone coals of the district, and as the workings of those seams are extensive, no doubt is entertained of a large field of this ironstone pervading the portion of the estate near Eglington Castle, outward of this policy.

The ironstone measure as under—

COALHILL.

Forty-five inches.—[A small slip occurs in the pit, which probably renders the thickness of ironstone a little more than it may be when free from the slip; the dip is conformable to the strata in the quarry adjoining.]

ARDROSSAN.

Upper cleave..... 6 inches.  
Coal..... 4 " "  
Bottom cleave..... 4 " "  
Coal..... 2 " "

HIGH MONCUR.

18 " "  
2 " "  
14 " "  
6 " "  
2 " "  
1 " "

21 inches.

A careful analysis of these ironstones, by an eminent chemist, gives the following result in iron:

Cashall

42%

Ardrossan

37%

High Moncur

42%

An ironworks in the vicinity of Kilwinning would be near two extensive-going collieries on Eglington's estate, both having the advantage of railway carriage, and the same railway connects with the harbour of Ardrossan, where a shipping trade is already established. A supply of coal could, therefore, be easily reckoned on at a moderate price; and, besides these collieries, the extensive coal-field of Dronfield, also belonging to Lord Eglington, and containing, it is believed, all the Kilwinning coal, is within, and might, if desired, be included in a lease with the ironstones.

In addition to these blackbands, there is abundance of clayband and ball ironstone in the estate, several of these containing the coal, and can be turned out at the going price. The quality of the clay ironstone is evidently good, and there are numerous bands seen along shore at Ardrossan.

Good fire-clay also accompanies the mass of coal, which is well adapted for making fire-brick for building blast-furnaces, part of the bricks used at Blair ironworks are of this fire-clay, which is also at present finding out for building Kilwinning blast-furnaces. Abundance of good building stone and lime can be had in the neighbourhood, and water for engine purposes can be commanded.

Orders will be given to cover the greatest and broadest areas, on applying to George Johnston, Esq., at Ardrossan, by letter, by means of, or by Messrs. Hall and Gaskins, mining engineers, 68, Albion-street, Edinburgh. Further information will be given if desirous, and either of these will receive offers for the coal and ironstones fields, in whole or separately, as lease.

—Ardrossan, Nov. 14.

BOLIVAR MINING ASSOCIATION.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the proprietors of the Bolivar Mining Association will be held at the offices of the association, 9, Nicholas-lane, London, on Monday, the 18th day of January next, at One o'clock in the afternoon precisely, for the purpose of considering the expediency of confirming a resolution of a Special General Meeting of proprietors held on the 7th day of December current, giving the sanction and ratification of the proprietors to a resolution of the board of directors for forthwith and absolutely dissolving the association; and, in the event of such resolution being confirmed, then for the purpose of choosing seven persons to be associated with the directors as a committee for effecting such dissolution, and for winding up the affairs of the association.

ALEXANDER ALLEN, Secretary.

CANDONGA MINING ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING of proprietors of the Candonga Mining Association will be held at the offices of the association, 9, Nicholas-lane, London, on Monday, the 18th day of January next, at One o'clock in the afternoon precisely, for the purpose of considering the expediency of confirming a resolution of the board of directors for forthwith and absolutely dissolving the association; and, in the event of such resolution being confirmed, then for the purpose of choosing seven persons to be associated with the directors as a committee for effecting such dissolution, and for winding up the affairs of the association.

By order of the board of directors.

G. H. HEPPEL, Sec.

EAST TRETOIL MINING COMPANY.—The directors hereby give notice, that a SPECIAL GENERAL MEETING of shareholders will be held on Tuesday, the 29th day of December instant, at the office of the company, 6, St. Mildred's-court, Poultry, London, at One o'clock in the afternoon precisely, for the purpose of considering the expediency of receiving the deposit on certain shares on which the name remains unpaid, and adopting such measures respecting the said shares as may be deemed advisable.

By order of the board.

W. BUXTON, Secretary.

East Tretoil Mining Office, 6, St. Mildred's-court, Dec. 18.

TINCROFT MINING COMPANY.—Notice is hereby given, that a GENERAL MEETING of the shareholders will be held on Tuesday, the 22nd instant, at 44, Finsbury-square, at Two o'clock precisely.

London, Dec. 4.

TRELEIGH CONSOLIDATED MINING COMPANY.—

Notice is hereby given, that the directors of this company have this day made a further CALL of FIVE SHILLINGS per share (being the tenth instalment), payable on or before the 26th day of December instant, at Messrs. Vere, Bapst, and Co., Lombard-street. This call is made for the purpose of erecting additional machinery, rendered requisite by the improved prospects of the mine.

By order of the board.

BOWLAND NICHOLSON, Sec.

NORTH KENT RAILWAY.—EVERY INFORMATION relative to this undertaking may be OBTAINED by application at the office, No. 42, Lombard-street, between the hours of Ten and Four o'clock daily.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacture have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.—

I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this.

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

TO BE LET, ON LEASE, for a term of years, the COAL MINES under a farm and lands called Boycott, containing 10 acres, situate near Petersbridge, and within eight miles of the town of Shrewsbury. The Bog Mine Company are raising a large quantity of excellent coal at their collieries, within ten yards of this property. The proprietor has lately had the lands inspected by an eminent mine agent, who was of opinion that they are full of coal.

The tenant Mr. Evans, will show the lands, and for further particulars apply to Messrs. Minshall and Sons, solicitors, Oswestry.

Thomas Brignell, Sec.

THE KREMNITZ WHITE LEAD COMPANY, Lambeth.—In the City article of *The Times* of Thursday, the 29th ult., it is erroneously stated that Mr. John Wright, the banker, was connected with the Patent Kremnitz White Lead Works at Lambeth, instead of which the White Lead Manufactory at Chelsea should have been named. The Kremnitz White Lead Company at Belgrave-road, Lambeth, take this opportunity of informing the public, and trade in general, that their works are in full and successful operation, and produce an article equal to the best Kremnitz.—Belgrave-road, Lambeth.

THE PATENT DISC ENGINE.—The directors of the Birmingham Disc Engine Company request the attention of the public to the advantages they are enabled to offer to parties requiring steam-engines. Disc engines have now been applied to the performance of a great variety of work during a long continued period. The results thereby obtained have fully proved the important advantages which these engines present. These may be briefly stated as consisting in—

Great economy in the first cost of engine power.

A most important reduction in the expenditure required for foundations and buildings in erecting an engine.

A great saving in repairs, together with diminished liability to damage, these arising from simplicity of construction.

A considerable economy in the expenditure of fuel.

The public may judge of the small amount necessary for these engines, and of the great convenience obtained as regards portability, by the fact that a high pressure engine of 20-horse power will stand on a base of 7 feet by 8 feet, and the height does not exceed 8 feet. The weight of the whole engine is about 24 tons.

The directors profit a guarantee as to the satisfactory performance of the disc engines, and they will furnish references to the various establishments at which these engines are now working.

Further particulars may be obtained at the company's manufactory, Berkley-street, Broad-street, Birmingham.

ANDREW SMITH'S PATENT WIRE ROPE.—WILLIAM FOX and CO., having obtained the exclusive license for MANUFACTURING the above ROPE, beg to inform the public that SPECIMENS may be seen at their office, No. 74, Old Broad-street, London, where every information may be obtained, and also at the following places:

Fox, Hawkins, and Helling, wire drawers, Birmingham.

Robertson and Co., 15, Queen-street, Liverpool.

Matthew Dunn, 10, Newgate-street, Newcastle-on-Tyne.

Joseph Bothway, 10, Pymouth-street, Plymouth.

John Thompson and Co., Wiggenhall-street, Ipswich.

Thomas Montague and Sons, Dundee.

Coates and Young, Belfast.

James Kilbom and Co., Glasgow.

James Green, Leith.

The rope is now in work in various mines in different parts of the kingdom, and also on the Blackwall Railway, where it answers every expectation. It has been used in shipping five years.

NEW METALLIC ROPE—NEWALL'S PATENT.—These ropes have been designed to experience, to possess very great advantages over every other kind of rope or chain for mines and railways. They are STRONGER, LIGHTER, CHEAPER, and MORE DURABLE. Arrangements are being made for adequately supplying the demand. Parties requiring such ropes are requested to make application to the patentees, R. B. Newall and Co.

Dundee, August 4.

HEIMANN'S NEWEST PATENT METALLIC WIRE ROPE having been employed for several years in commerce mines on the Continent, have, from their great STRENGTH, combined with DURABILITY and FLEXIBILITY, and COMPARATIVE CHEAPNESS, been found to possess considerable advantages over hemp ropes, as well as chains for all mining purposes. They are also particularly adapted for STANDING RIGGING of ships, and for all purposes where great strength and durability are required, as, from the peculiar mode of their manufacture, they are completely protected against CORROSION. A manufactory of these ropes is now being established near London, by Messrs. HEIMANN and KUPER, by whom all orders will be promptly attended to.

Any further information may be obtained, by applying to Mr. William Kuper, No. 66, Great Tower-street, where also specimens of the ropes may be seen.

THE INVENTORS' ADVOCATE, AND JOURNAL OF INDUSTRY, a WEEKLY BRITISH and FOREIGN MISCELLANY OF SCIENTIFIC, INVENTIVE, MANUFACTURE, and ARTS, in the most varied and comprehensive work of the kind published. It contains the scientific intelligence of the week; correct and impartial information on railroads and steam navigation, and of marine, mineral, and electrical subjects; and descriptions of new inventions, objects of scientific interest, and original papers on manufactures and the arts, with a variety of illustrations interesting to inventors and patentees. It is a journal of a scientific character, and forms a valuable work of reference for the day, and forms a valuable work of reference for the day, and forms a valuable work of reference for the day, and forms a valuable work of reference for the day, and forms a valuable work of

# THE MINING JOURNAL,

## LAW INTELLIGENCE.

### PROJECTED CITY RAILWAY COMPANY.

COURT OF QUEEN'S BENCH—DEC. 5.

BERTHAM, GENT., & COOK AND OTHERS.—Sir F. POLLOCK, with whom were Mr. Ballantyne and Mr. Pollock, stated that this was an issue directed by the Lord Chancellor, to try whether the plaintiff was entitled to recover from the defendants, the directors of the City Railway Company, the amount of a bill which had been incurred by that company in the endeavour to pass a bill through Parliament. It happened that the attempt was not successful; but that was no reason whatever for depriving the plaintiff of the fair remuneration for his labour. The question of the plaintiff's right to recover, and that of the defendants' liability, were all that the jury had now to decide, for the question of amount was reserved by the Lord Chancellor. In the first instance, the plaintiff would present only a *prima facie* to the jury, leaving it to the defendants to impeach it as far as they might be able. He had an admission made by the defendants that the work and labour had been done, and that the money charged as expended had been expended; and that during the time that the work was in progress the defendants were the directors of the company. This would, in the first instance, be all that the plaintiff was required to prove. If the defendants had not, as he believed they had not, any good answer to offer to the action, he should be entitled to a verdict.

This admission was put in. A report of the directors was then read, in which the plaintiff's bill was referred to, and its amount stated.

A witness was then called to prove the work done. He stated that he had been employed to serve the notices required by the standing orders on a bill being brought into Parliament. He was some weeks engaged in this service. He was employed for the space of six weeks. He received £1. a-week during that time. There were about twenty other persons employed in the same manner.

Sir W. POLLITT, with whom were Mr. Crowder and Mr. Wightman, addressed the jury for the defendants. He first observed on the very bare manner in which this case had been opened and proved, the paucity of the statement as to the real nature of the transaction, and the very little evidence that had been laid before the jury, to enable them to form an opinion on the matter in issue between the parties. The case had already been fully discussed in the Court of Chancery, and the Lord Chancellor had directed this issue, with a view to be more fully informed on the subject. The jury might therefore judge his surprise when he found his learned friend giving so little evidence, and going so little into the real nature of the transaction. The jury had heard the general nature of the business for which the plaintiff now sought compensation. It was for the trouble of preparing and bringing into Parliament a bill to establish a company, which bill had failed, and the project had, therefore, never been carried into execution. Under such circumstances, it might naturally be expected that the demand would not be very considerable. The bill sent in by the plaintiff amounted, however, to £16,000. A portion had been paid, but a sum of £6000 was now sought to be recovered, and on the evidence which the plaintiff had put in the jury were now asked to give a verdict for that sum. He contended that there was not anything in the case which formed a reasonable ground for giving such a verdict. The question, in substance, for the jury to determine was, whether the defendants were liable to this demand, he having, as they alleged, agreed to do the work for costs out of pocket. In all these cases of projected companies it was manifest that those connected with the first formation of them could not hope or expect to be paid for their labour in the same manner as for labour performed for an established public body. Such an agreement as that which he had named was therefore both probable and proper. The attempt to form the company occurred in the year 1836; had it been successful, Mr. Bertham would, in all probability, have been its solicitor. He was therefore interested in its success, and might reasonably be expected to give some of his labour for the attainment of that object. He, therefore, made the agreement, that if the bill did not succeed, he was only to be paid the costs out of pocket, and that even those costs were to be paid from the funds of the company, and that the persons who were the directors were not to be held personally responsible for them. The reasonableness of such an agreement was manifest; the unreasonableness of some of the charges, and of the plaintiff's now holding the defendants liable was perfectly clear; yet the last he now attempted, and this on a bill where one of the charges alone consisted of £3000, for the serving of notices. In the first service of notices there was some error, and fresh notices were served, and the whole charge was £8000. He should prove the agreement—he should show how it was that the company failed—and he looked with confidence to a verdict for the defendants.

Several witnesses were called to make out this defence, and to show that it was partly in consequence of the plaintiff's own conduct in allowing persons to sign the deed for nominal shares that the bill did not succeed in Parliament. A brother of the plaintiff was called in reply to this evidence. Sir W. POLLITT replied on this last evidence, and Sir F. POLLOCK on the whole case.

Lord DENMAN summed up the case, and expressed a strong opinion against any practice of permitting persons to sign the deed for more shares than they really took, thus apparently giving their countenance to speculations that were in all probability of a ruinous nature. It appeared to him, however, on the evidence, that if in this respect the plaintiff had at all been guilty of what was imputed to him the directors were themselves equally cognisant of the fact, and could not, therefore, set that up as an answer to his action.

The jury, at eight o'clock at night, returned a verdict for the plaintiff.

### TOLL UPON COALS ON THE STOCKTON AND DARLINGTON RAILWAY.

COURT OF COMMON PLEAS—DEC. 6.

BARRETT & THE COMPANY.—This was an action for money had and received, in which the plaintiff was an extensive conioner and merchant, and it was brought to recover a large sum, the alleged excess above the lawful tolls, exacted by the Stockton and Darlington Railway Company, for certain quantities of coal conveyed along their line. The questions raised were, whether the defendants were justified, under the Act of Incorporation, to charge an additional toll for the use of an improved inclined plane, made under another act obtained subsequently for that purpose; and, secondly, whether coals shipped at Stockton-upon-Tees, to be conveyed to other parts of England, came within the meaning of the act as "coals for exportation," and would be, therefore, only liable to pay the lower rate of duty; or whether they were to be regarded as inland coal, and, consequently, be subject to the higher amount of toll. Some weeks since the cause came on for argument, and engaged the attention of the court for some time, the Solicitor General appearing for the plaintiff, and Mr. Sergeant Channell for the railway company.

The COURT, to-day, delivered judgment in the cause, and were of opinion that, with regard to the term "exportation," as applied to coals shipped at Stockton-upon-Tees, in its plain and obvious meaning all coals were included that were shipped and carried from that port, to whatever place they were afterwards conveyed; judgment must, therefore, upon that point, be for the plaintiff, as he was bound only to pay the lower rate of tolls for coals shipped at Stockton for London, whereas the defendants had demanded and received the higher scale of duty. With respect to the other point, their lordships thought the railway company were fully entitled to the increased toll, in order to remunerate them for the expenses they had incurred by forming the improved inclined plane, by which all traffic upon their line was greatly expedited. Upon that part of the case, therefore, judgment must be for the defendants.

### LEASING THE RODDENHAM COAL MINES.

COURT OF CHANCERY—DEC. 7.

DAD v. LYON.—The particulars of this case were given in our last. The arguments of counsel were resumed on Saturday morning, and concluded this afternoon.—His Lordship postponed his judgment.

### GRAND COLLIER DOCK COMPANY.

VICK-CHAMBERLAIN'S COURT—DEC. 10.

PATRICK v. GUYON.—This case, which came on upon demurrer, brought before the court some circumstances relating to the Grand Collier Dock Company, which were fully reported some time ago in a case of "Mangie v. the Grand Collier Dock Company." In that case the plaintiff alleged that nine members of the provisional committee of the company, in order to satisfy the rule of the House of Lords, which requires that three-fourths of the capital of any proposed company should be subscribed before the bill for incorporating the company would be entertained by their lordships, had entered into an additional subscription of two shares each, upon the faith of which subscribers the bill had passed; and that the parties who had thus subscribed had afterwards entered into an arrangement that the additional subscription should be held in trust for the company, and that pretended meetings of the company had afterwards sanctioned this proceeding, and taken the shares off the hands of the subscribers. Under these circumstances, Mangie, who was a *bondholder*, being sued for the calls, filed his bill for relief on the ground that the company was a fraud and a bubble. His Honor allowed a demurrer to Mangie's bill, and seemed to intimate an opinion that the subscription was good, but that the means taken to effect a subtraction from the subscription were void. The present bill was filed by another *bondholder* for the purpose of being relieved against his own liabilities, but of setting aside the secret trust, and of making the nine subscribers retain their shares, and pay their contributions according to the subscription.

His Honor said he would read the Act and the pleadings through before he should deliver judgment. But it appeared to him at present that the mere object of the bill was to give some sort of validity to the rule of the House of

Lords, for the protection of which rule the House had made no provision in the Act, or the bill would have it to be a sort of fraud if the subscribers were not so made as to make the subscribers permanent holders of their shares. It was a very remarkable thing that there was such a rule in the House of Lords, and that there was no such rule in the House of Commons. Perhaps the reason might be, that the House of Commons considered the rule would be impulsive. The Act was passed, however, without any clause protecting the effect of the rule. With reference to this consideration, he must see how far what was done had been legally done, for in that event all that could be said was, that the object of the rule had not been carried into effect, because there lordships had not framed the Bill as to carry it into effect.

### BRITISH AND AUSTRALASIAN BANK.

Capital £1,000,000, in two series of shares of £20 each.

#### DIRECTORS.

Frederick Boucher, Esq., Managing Director.	George S. Ogilvie, Esq.
W. H. Bertrand, Esq.	William H. Bowcott, Esq.
George Cox, Esq.	Walter Scott, Esq.
Daniel Freyett, jun., Esq.	George Whitcomb, Esq.
James H. Gordon, Esq.	

With power to add to their number.

Mr. Richards, the accountant appointed by the Lord Mayor, the solicitor, and the directors, to examine the books and accounts of that establishment, attended at the Mansion-house, on Monday last, to make his report. Alderman Pirie, Sir P. Laurie, Sir C. Marshall, Messrs. Boucher, Whitcomb, Beddome, Ashurst, Wheeler (manager of the South Australian Bank), and a number of other gentlemen were present. In the course of some preliminary conversation, Sir P. LAURIE said, that it was most important that an inquiry of this kind should be instituted, and wished that half of the companies established within the last few years, and by which the public had been enormously gullied, were inquired into. Mr. Richards then read his report, of which the following is an abstract:—

The bank has not been carried on under any act of Parliament or charter, nor has any deed of settlement of the company been as yet executed; but, in the month of January, 1839, the business was commenced under a prospectus, and has continued to be carried on without any other authority down to the present time. The prospectus is too long to set out in full, but it is essential to insert such portions as bear upon the report.

The directors handed to me the following balance-sheet of the general state of the affairs of the company:—

*British and Australasian Bank, 55, Moorgate-street, London, Nov. 1, 1840.*

Dr.—BALANCE.	ACCOUNT—Cr.
Installments .....	£58,500 0 0
Interest .....	1,381 12 2
Exchange .....	4,269 0 4
Commission .....	129 1 4
Premium .....	2,132 0 0
Deposits (no notice) .....	1,266 8 4
Consignments on account .....	9,549 18 10
Balances due by bank .....	5,733 8 5
Bills payable .....	3,103 17 0
Bills for collection .....	300 0 0
Ditto colonial .....	8,750 11 11
Annuity bonds .....	688 8 8
H. Jennings (loan) .....	0 0 0
	£80,375 6 0
	£80,144 18 11
	Petty cash .....
	5

Before I commenced an examination of the books of the company, I made particular inquiry of the directors concerning the first item of £80,000, on the debit side of the account, and was distinctly informed that it consisted of installments on the shares of the company which had been paid up in full to that amount. I then called for a list of the balances due to the bank, stated as £1,432.16s. 8d. on the credit side of the account, and found that considerably more than one-third of this latter sum consisted of the installments of the directors and shareholders not paid up, as above stated.

I find that Mr. F. Boucher (the managing director) has not made any payment on account of his shares. That he stands debtor to the bank on his share account £8000, and on his drawing account £1640. 4s. 8d. Mr. Boucher's shares appear to have been fifty, originally in his own name—125, originally the shares of George Shadforth Ogilvie (a director), but who was credited £3000, on the 28th of June, 1840, and the shares carried to Mr. Boucher's name, and the installments debited to his account—fifty, originally those of R. Compton—fifty shares of Stephen Fussel, and twenty shares of Robert Morrison—all dealt with in the same manner. Mr. Boucher has also £1000, other advances, in manner hereinafter shown.

Of the other directors, Mr. Richards remarks—

Mr. W. H. Bertrand—Debited for the installments on his twenty-five shares, and in the ledger, debtor to the bank £271. 11s.

Mr. G. S. Ogilvie—Never was a director, or held a share.

Mr. D. Freyett, jun.—Stands in the share list as having forty-two shares transferred to this company from the Australasian Loan Company, and debtor in the bank books £201. 8s. 8d.

Mr. J. H. Gordon—Shares paid in full, and a creditor in the books for £11. 19s. 8d.

Mr. G. S. Ogilvie—Holder of 125 shares, for which he stood debited in the bank ledger, but on the 25th June last he was credited £3000, for all the installments upon them, and his account balanced and closed, and Mr. Boucher's account debited with the like sum.

Mr. W. H. Scartney—Name not in the bank books, either as director or shareholder.

Mr. W. Scott—Debited for the installments on twenty-five shares, and debtor to the bank £270. 1s. 8d.

Mr. G. Whitcomb—Debited in the bank ledger with £1000, for the four installments on fifty shares; but on his working account he appears a creditor of the bank for £332. 17s. 8d. This balance in his favour arises by an item of £1000, credited to him, and debited to Mr. F. Boucher, and of which all explanation was refused by those gentlemen; of course, if this item were taken away, he would be debtor on his working account £366. 2s. 7d., as well as the £1000, on his share account.

I find that the £6000, of "advances" consist of three advances of £2000, each, made to Mr. F. Boucher; one by the Australasian Loan Company, on the 9th of August, 1838, on 160 shares in the Van Dieman's Land Company; one on the 13th of January, 1839, on 2860 acres of land in New South Wales, and 678 acres of land in South Australia; and one by the present bank on twenty-one New Zealand Preliminary Land Orders on the 13th of April last, but I have only seen securities for one of those advances. Mr. F. Boucher's account would appear still larger against him, but for one item, interlined in the ledger, to his credit in April last, of £603. 0s. 8d., which has not been found for me in the cash-book, or any other book of the bank, except the ledger, and which, although repeatedly inquired after, has not been explained to me. The books of the bank are exceedingly irregular, so much so that no examination would be satisfactory that did not sift the whole concern from the commencement. The agents of the bank have been appointed only by Mr. F. Boucher's letters, and although such letters state to the agents that they have been appointed by a board of directors, I have not been shown any board minute of any one such appointment—Mr. F. Boucher's letters being the only records of such matters. No local directors have been yet appointed at any one of the branch banks in the colonies. With respect to most of them, the bank received deposits and granted letters of credit before they sent out any remittances or consignments to meet them. As to the Sydney branch, stated on the credit side of the balance-sheet at £27,339. 14s. 8d., I have gone very fully into that account, and the correspondence upon it, and although it appears by the bank books that the bank has made large advances on bills sent out, and goods consigned to that colony, yet such is the nature of the account, that it is impossible, without knowing the transactions in the colony, to come to a conclusion as to what balance is available. The books of the bank made an apparent balance of about £5,000, but this sum cannot be relied upon. The irregularity of the bank books also increases the uncertainty, for even my brief examination detected errors reducing the amount nearly £1000, and proved the existence of an outstanding credit which may cause a further diminution of £500.

A letter in the correspondence from Mr. T. Walker, the Sydney agent, to the managing director here, dated only 1st May last, contains the following paragraph:—"At present the amount of the establishment with the Bank of Australia is considerably overdrawn—say to the extent of £2000; but at the end of this month I shall be in funds from bills current falling due, so an amount sufficient to enable me to set up to your instructions, should a favourable opportunity occur for my doing so," which instructions were to investing on mortgage at Sydney first, to be laid out on a mortgage in Sydney, but which sum was not advised of by the bank to Mr. Walker, their agent, until November (eight months afterwards).

As to the Adelaide branch, I find that the bank took deposits of parties, and granted letters of credit, six months before it sent out any remittance or consignment to meet them; and that it had granted such letters to the extent of about £1000, before it made a single remittance or consignment. Mr. F. Boucher has not satisfied me (Mr. Richards) that he did not know of his brother's previous departure from the colony when he granted the bills and letters of credit in September and October of last year.

I find that the bank books exhibit balances in favour of the bank at Hobart Town, Launceston, and Port Philip, but the preceding remarks will show the uncertainty of the realisation, or to what unexpired claims they may be liable. Contrary to the usual practice of colonial banks, this bank has never shipped any species whatever to any of its colonial agents.

Mr. F. Lavinia requested to know from Mr. Richards whether that gentle-

man had seen the deed of settlement—Mr. Richards replied, that he had seen what was called the deed of settlement, but there was no signature whatever to it.

Mr. Ashurst stated, that what he had heard put him completely in poise, sing of the case, and he should proceed in the way which struck him as most conducive to the benefit of his clients. He then asked, whether any book containing an account of the profits derived from the shares had been handed to Mr. Richards?—That gentleman replied, that he asked for the check receipt-book, but he could not find that any receipts were taken. He perceived considerable discrepancies.

Mr. Beddome said, that the amount of the claim of his clients was £4000, and Mr. Whitecomb, one of the directors, said he feared the shareholders could not at present find the money to discharge that sum. He submitted that it was creditable to keep a bank open when it could not pay £5000.

Sir P. LAURIE declared that he really felt for the poor people who were defrauded. The eyes of the public would, however, now be opened by the investigation.—Mr. Boucher begged to say, that no delusion had been practised. It was stated by Mr. Duncan, an eminent accountant, who had investigated the concern, that there would be a considerable advance of profits above the debts.—Sir P. LAURIE—Why is not Mr. Duncan's report here, if it be so favourable? Pray, did he examine the books which were submitted to the inspection of Mr. Richards?—Mr. Boucher—Certainly. We have not only the whole of the capital in hand, but considerably above it.

Alderman PIRIE—I know what I should do if I were in Sir Chapman Marshall's situation. I certainly should demand bail, for I consider that a man of poor people have been defrauded.—Mr. Boucher—I deny it altogether.

Sir C. MARSHALL said, it was evident that Mr. Richards's report showed a very unsatisfactory state of things. He wished that the bank should have an opportunity of proving its solvency, and he suggested the propriety of producing Mr. Duncan's report, which he should receive and cause to be read publicly with much pleasure. He begged one thing particularly—that Mr. Boucher would at once invest funds to pay the £5000, to the unfortunate people at Australia—probably, at that moment, in extreme poverty. He called upon the manager and Mr. Whitecomb, the director, whatever might be the condition of the bank, to help those poor creatures.—Mr. Boucher—All that is justly due shall be paid. The bills on Adelaide shall be all paid. We are making arrangements to pay within a given time, and declared that the impression against the establishment was quite erroneous. The report was, he considered, one-sided.

Mr. Beddome said, that there was not a single fact in the report which was not submitted to, and which did not receive the sanction of, the gentlemen appointed to investigate.

Mr. Whitcomb declared that every book and paper of the establishment was submitted to the inspection of Mr. Richards.—That gentleman said, that he received every assistance, most certainly, from Mr. Whitcomb—but he could not say that of Mr. Boucher.—Mr. Wheeler also admitted the candour and assistance he had met with from Mr

Cotton) had written four other letters to Mr. English, dated in June, July, and August, requiring that the manuscript should be returned, and the publication discontinued. Mr. Cotton hoped the high honour of his client would not be left doubtful.

Mr. Ald. FARNBOROUGH said, the explanation would no doubt be noticed.

[It is right to say, that the report of the proceedings of Tuesday is an *ex parte* statement, made in the absence of Mr. English, and on which we make no comment, as its accuracy or otherwise must be determined in another court.—EN. M. J.]

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

###### HOLMBUSH MINING COMPANY.

Dec. 7.—Hitchens's shaft is sunk to forty fathoms three feet; progress during the past fortnight much impeded, in consequence of being employed in cutting ground, fixing lift, putting in penthouse, dividing shaft, &c. In the 105 fathom level west the lode is fifteen inches wide, worth about 25/- per fathom. In a winze, sinking below this level, the lode is eight inches wide, worth 5/- per fathom. Ninety Fathom Level, west of James's Winze—Lode improved; now eighteen inches wide, worth 20/- per fathom. Ninety Fathom Level, west of Dennis's Winze—Lode one foot wide, 15/- per fathom. The eighty end west has just intersected another cross-course. In this level east the lode is one foot wide, composed chiefly of mud and spar, with a promising appearance. In the winze, sinking under this level, the lode is fifteen inches wide, and worth 10/- per fathom. The lode in the western stopes, in back of eighty fathom level, is still a rich course of ore, two and a half feet wide, 60/- per fathom. The lode in the eastern stopes, in back of eighty fathom level, is fifteen inches wide, worth 20/- per fathom. Seventy Fathom Level, Eastern Stopes—Lode sixteen inches wide, 18/- per fathom. Western Stopes, in back of ditto—Lode fourteen inches wide, 17/- per fathom. Sixty Fathom Level South, on Lead Course—No alteration. In this level east the lode is two feet wide, of mud and spar, with stones of copper ore. In Bray's shaft the lode continues about eighteen inches wide, with a kindly appearance. Tribute pitches, on the whole, still looking favourable.

F. PHILLIPS.

###### TRETOIL MINING COMPANY.

Dec. 7.—Engine-Shaft—Lode continues split up, yet produces ore; ground continues hard; two fathoms have been sunk this month, likely to produce tribute ground. The shaft is now down 8 fms. 2 ft. below the thirty fathom level. Thirty Fathom Level West—Lode one foot wide, tribute ground; about eleven fathoms have been driven on last month—much the same. Thirty Fathom East—Lode nine inches wide, tribute ground; about seven fathoms driven—five fathoms unproductive, two fathoms tribute. Twenty Fathom Level, east of William's shaft—Lode one foot wide, tribute ground—twelve fathoms driven—much the same. Twenty Fathom, west of John's shaft—Suspended; about six fathoms driven—first four fathoms tribute ground, last two unproductive. Ten Fathom, east of William's—Lode nine inches wide; five fathoms and a half driven—three fathoms tribute ground; two and a half fathoms very good tribute ground. John's shaft has lately been holed from the twenty to the thirty fathom level, also two winzes—one from the ten to the twenty has laid open very good tribute ground throughout. The cross-cut driving towards the Mine Park lode is progressing in good ground; 9 fms. 3 ft. driven; lately intersected a small lode, four inches wide, underlying south, which is likely to produce tribute ground when driven on. On Friday last we set nineteen pitches—one at 10s., two at 9s., five at 6s. 8d., three at 5s., one at 4s. 6d., one at 4s., one at 3s. 4d., one at 3s., one at 2s. 9d., one at 2s., one at 1s. 6d., and one at 8d.

H. WILLIAMS.

J. MORCOM.

###### TRELEIGH CONSOLIDATE MINING COMPANY.

Dec. 5.—We have nothing particularly new to mention since the letter of last week, except in the sixty fathom level west, from Christie's shaft; we have seen the lode west of the cross-course, which is large and rich, but we have not extended far enough on it to give its real value. We have a pretty looking lode at the thirty-four fathom level, in driving west from Good Fortune shaft, on Shanger south lode. The whole of the pitches and bargains are working regularly, except the winze under the fifty east, which we are obliged to suspend on account of the water, but we expect daily to be able to resume it.

WILLIAM SINCOCK.

###### TAMAR SILVER-LEAD MINING COMPANY.

Dec. 7.—In the 135 fathom level the lode is about three feet wide, carrying a small bunch of silver-lead ores. In the 125 fathom level the lode is one foot wide, at present rather in a disordered state. In the 115 fathom level the lode is from three to four feet big, intersected with several branches of ore. In the 105 fathom level the lode is at present intersected with a slide course. In the ninety-five fathom level the lode is two feet big, producing good work. The eighty-five fathom level is still in soft fluean ground, that is unproductive. In the seventy-five end the lode is two feet wide, composed of capel, spar, and mudic, and silver-lead ores. At the forty-five fathom level the lode is one foot wide, on the west part of which is a rich branch of ore. The tributaries are working well, and they have, in general, a fair prospect of getting wages.

M. JAMES.

###### WHEAL LEADS MINING COMPANY.

Dec. 5.—Eighty Fathom Level West—Lode disordered by a small slide. Rise, in back of Eighty Fathom Level—Lode not taken down since my last. Seventy Fathom Level East—Lode two feet wide, producing two tons of ore per fathom. Ditto, west—Lode one foot wide, producing one ton of ore per fathom. Sixty Fathom Level East—Very kindly, and producing a little more than one ton of ore per fathom. The men rising to communicate to winze in bottom of fifty east have a large lode, producing one ton of ore per fathom. We have cut a branch in the cross cut, two inches wide, but do not consider it to be the lode; the ground is improved. The tributaries are working very well.

C. H. RICHARDS.

###### WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 7.—The forty-two fathom level, on Wheal Jewel lode, is two and a half feet wide, and the rise in the back of the level is worth 4/- per fathom. The thirty west, on this lode, is nine inches wide, peach and grey ore. The twelve fathom level west, on this lode, is eighteen inches wide, and worth 9/- per fathom; and the deep adit west is worth 7/- per fathom. The forty-two east, on the south lode, has not been taken down this week. The thirty west is worth 3/- per fathom, and in the deep adit west this lode is worth 10/- per fathom, and the ground much improved. The deep adit east is worth 3/- per fathom.

STEPHEN LEAN.

###### UNITED MILLS MINING COMPANY.

Dec. 5.—Adit End, east of Eastern Shaft—Lode 1 ft. 6in. wide, with stones of ore. Adit End, west of Clarke's Shaft—Lode two feet wide, promising appearance. Thirty Fathom Level, east of Eastern Shaft—Lode two feet wide—one foot on the north part good ore. Thirty-six Fathom Level, east of Turton's Shaft—No alteration in this end. Thirty-six Fathom Level, west of ditto—Lode four feet wide—two feet on the south side producing ore of a fair quality. Forty Fathom Level, west of James's Shaft—Lode two feet wide—poor. Webber's Winze, sinking under the Forty Fathom Level—Lode four feet wide, coarse in quality. Stopes, bottom of Forty Fathom Level, west of ditto—Lode 3 ft. 6in. wide, ore of a fair quality. Stopes, bottom of ditto, east of Webber's—Lode 3 ft. 6in. wide, ore throughout, but not rich. Eastern Shaft, sinking—Lode 2 ft. 6in. wide, producing but very little ore. Fifty Fathom Level, east of Williams's—Lode 2 ft. 6in. wide, producing some good stones of ore. Fifty Fathom Level, west of Diagonal Shaft—Lode six feet wide, ore throughout, but coarse in quality. Williams's Engine-Shaft—Lode 3 ft. 6in. wide, rather improved since last reported. Forty Fathom Level, east of Eastern Shaft, with the back on tribute at 1s. 6d.—Lode two feet wide, good ore.

C. PENNOSE.

###### BEDMOOR CONSOLIDATED MINING COMPANY.

Dec. 7.—The north engine-shaft is sunk four fathoms below the forty fathom level; ground much the same as heretofore—favourable. The forty fathom level cross-cut is extended twelve fathoms three feet south of engine-shaft—ground continues rather hard. In driving east on the Great South Copper Lode, at the thirty fathom level, we find the prospects more encouraging than for some weeks past; the lode is about three feet big, composed of capel, spar, and mudic, with some rich stones of copper ore. In driving north at this level, on the course of the silver-lead lode, the appearances are favourable; the lode is from four to six inches wide, yielding a little ore; the ground here is of the most promising description for minerals. The prospects in the tribute department are much the same as stated in my last. The rise against Hunt Down adit shaft is up about three fathoms.

SAMUEL HARPER.

###### POLBRERN MINING COMPANY.

Dec. 6.—Since my last, of the 20th ult., we have passed through some good ground in driving the twenty-two fathom level east, on Durcan's lode; the leader part has been from five to six inches wide—very rich; it continued so until last Thursday, when that rich part became reduced in size; it is now about two inches wide, quite as rich as before, and we have every reason to believe it is only a partial failure, as the lode altogether continues its size (three feet wide), and the level has still a very promising appearance. In sinking Durcan's shaft, we find the lode to be from three to four feet wide, producing good stones of tin, and the whole width will yield coarse work. We have put a stopes over the bottom of the twenty-two fathom level, and had a large and kindly lode there; it is two feet wide, and the whole will produce good work, but the water is so abundant, that we can do but very little until we get Durcan's shaft sunk below that level and the flat-rocks re-

moved there from Vice's shaft. We consider the prospects will warrant our making such alteration, when we are prepared for so doing, which will be after a communication is made with the twenty-two fathom level and the old Durcan's shaft. With respect to our tribute pitches they are much the same as stated in my last, excepting one working at the bottom of the twenty-two fathom level, by six men, at 12s. in the 11s., on the Downton lode, which is improved. At Murray's, agreeably to your request, we have set a party of men there to work on tribute in Wheal Harriet lode.

R. ROWE.

#### FOREIGN MINES.

FALMOUTH, Dec. 7.—Her Majesty's packet Crane, Lieut. Hill, has arrived. She is from Tampico, Oct. 18; Vera Cruz, 29; Havannah, Nov. 10. She has brought not so large a freight as was anticipated, having only 95,000 dollars. About 20,000 were shipped at Tampico. Our correspondents inform us that it will fail to the good luck of the following packet, the Star, Lieut. Smith, to receive the amazing freight of nearly 1,000,000 of dollars. The Crane had only one passenger, a miner.

###### REAL DEL MONTE MINING COMPANY.

Oct. 22.—In San Ramon nothing done in present month, and little in Santa Barbara winge, on account of the water, which has stopped the ventilation; the tribute men are now employed in securing the ground, and we hope, as soon as completed, to resume workings east.

Dolores.—The 191 vara level, driving south, has not yet reached the south wall; suspended this week, as the lode is poor. Barreritos are stopping east and west of San Luis winge—lode large, smelting and azogue ore.

Terreros.—In San Miguel level west the ground is favourable, with azogue ore, and some water from south side of level.

Esparranza Level.—In the south part of the vein the ground is soft and troublesome, owing to water from south side of level—a few stones of azogue ore found here.

San Francisco.—We have cleared a winge below the adit, 327 varas west of Gundalupha shaft, and have come to the water in old workings, which is gradually sinking, and is now seven and three quarter varas below adit.

Santa Yara.—In the adit level, driving north of Discalina, the ground is favourable, but poor. Driving north from top of rise, forty varas above adit, we find some azogue ore. Cross-cut driving east—Ground hard.

Santa Brigida.—We have cleared about nine varas north, and eighteen varas south, of San Felipe winge—in the north part azogue ore. We have also cleared a winge called San Miguel, which is now down about nine varas, where there is azogue ore. In consequence of the accident, by which the main balance-hob was broken at Terreros, and by which—from raising water—we are prevented raising ore from the principal places below, we have thought it best to suspend several tutwork bargains, in order to reduce the cost—the total employing 228 men, which I hope may be suspended for a month without much disadvantage.

###### BOLANOS MINING COMPANY.

Oct. 22.—San Clemente.—In the working of San Fernando, since last month, no change has taken place in the character of the vein; in the level going west the vein is unproductive; the eastern level gives no encouragement at all, if we judge by the result obtained in La Luz, where sixty-six and three quarter varas have been driven without any ore. In the level of La Luz, the western part of vein has assumed a character quite different from eastern part; it has gradually increased to two and a half varas wide, composed of massive "bronze," whose ley once rose to thirty mares per monto; it, however, sank to twenty—then from eight to nine and a half mares, without any change in width. Regarding the working on canga, I have to state that the vein of San José has produced two-fifths of all the ore extracted from the mine, the ley of the ore of both veins being nearly equal. Total extraction of ore, 2050 cargas 10 arrobas.

San Nicolás.—During the principal part of the month we have been engaged effecting regular ventilation in the principal canon, de Buen Suceso, which will be complete in the first part of October, when we shall commence a canon beneath the principal one, the driving of which, towards the mine of Melanoché, is of the greatest importance. The end going west in San Esperidion has proved rather unproductive. The working on canga has become less productive, owing to the cintas having become narrower, especially in the rises of La Esperanza, where a good quantity of ore was raised formerly. Total extraction of ore, 479 cargas 6 arrobas.

Melanoché.—It seems that, finally, this mine has arrived by degrees at a state which lets us hope it may repay the outlay in Espiritu Santo vein, composed of tolerably good ores, and upwards of two varas wide; this has produced the greatest of the ore raised during the month, and it will be desirable (as there is every reason to hope we shall) soon to reach the old workings, where every body avers abundance of ores of superior ley has been left. The two ends of the Canon de Santigo have failed a good deal. Buen Suceso has not changed so much. We must give up all hope of finding a shoot of ore.

San Antonio.—Cargas still from four to six fingers wide produced but a few cargas of ore—ley, however, not less than ten to thirteen mares per monto.

San Nicolás.—The water having gone down six and three-quarters varas, we cleared the Muestro Señora del Refugio; the ores produced from eight to eleven and a half mares per monto; this point is of much importance from the quantity which can be raised. I hope that the month of October the mine will be in a much more favourable state than it has been till now. Ores raised in September 3864 cargas.

###### ANGLO-MEXICAN MINING COMPANY.

Oct. 18.—Sírenas.—The sales at this mine for the four weeks ending the 10th inst. have averaged in quantity 207 cargas, and in amount \$1600 weekly, and the total amount paid to the company for rent has been \$426 4 s. The mine is again producing some rich ore from the hills above, which continues to be almost, if not entirely, the only productive points.

Azacuanca.—The present state of the productive parts of this mine is certainly more encouraging than it has been for some time past, and I am inclined to hope that the produce of the last two weeks will have a surplus over cost. It is, however, to be apprehended, that our best labor (San Lucasiana) may be long communicate with old workings, in which case our results will be less favourable again; the old workings of San Pedro, which have never yet entirely failed us, still continue productive, especially in the contra ciego.

Cedro.—The state of this mine is not quite so flattering as it was when my letter of the 18th ult. was written, nevertheless, no change has been experienced beyond such as are of ordinary occurrence in all mines, and certainly not calculated to dispirit us, as the average produce of the last five weeks has been about 350 cargas, of a ley rather improved than otherwise; it is also an encouraging circumstance, that the ore is again widening out towards the north-west, under San Augustin, and I now hope to have a frenta going in that direction in the course of a few days, besides that of Santa Victoria, which is driving to the south-east, and was commenced immediately after the receipt of your July dispatches. I am very desirous to get more ground opened out in this way, because I anticipate with much confidence that will not only augment produce, but improve the comparative returns of the mine.

Our "denuncio" of a new pertinencia has been admitted by the authorities, and possession will be given in due form on an early day.

J. STANLEY.

###### UNITED MEXICAN MINING ASSOCIATION.

Silao, Oct. 16.—In anticipation of the expected arrival of the August packet, I beg leave to hand to you herewith duplicates of my last letter to the court, dated the 18th and 28th ult., forwarded per packet Maplark, and of the usual enclosures, referred to therein, and to transmit also the following documents in original, &c.

Mine of Rayas.—I am sorry to have to state that the general produce of the mine has fallen off very materially in quality ever since the report made thereto in my letter of the 18th ult., and that the sales on joint account with the buscones have diminished in amount in the same ratio, owing to the simultaneous poverty met with in both quarters, and which, I regret to add, continues up to the present moment, while at the same time I indulge the hope it will not be of long duration. The quantity of picked ore during the above-mentioned period—say from the 18th ult. to the 10th inst.—has averaged 640 cargas weekly; and the sales of ore on joint account with buscones, of which there have been four, have yielded the gross amount of \$12,300 6s. or \$12,713 3s. weekly, the two sources together giving as a general result of operations, a weekly surplus of about \$1000, over and above all expenses at the mine, and for the reduction of the ore.

Remittances.—The Tampico conducto of 28th ult. reached San Luis Potosí in safety, although threatened with an attack by a numerous band of robbers from the first day after its departure from hence, and it is detained there by order of Government, in consequence of a political revolution recently broken out in the city of Victoria, the capital of the department of Tamaulipas, and which it was feared would extend itself to Tampico, and other parts of the said department. These fears, I am happy to say, have not been realized, and which circumstance tends to the belief, as well as hope, that the road from San Luis Potosí to Tampico will be as safe as ever and safe, as to enable the General Government to permit the conducto to proceed in its destination, with, however, a competent escort, in a military case, orders have been obtained for its proceeding to Vera Cruz, which will be enacted into effect only in the event of the Tampico road being considered insecure. These unfortunate circumstances have necessarily given rise to the transmission of instructions to our agents at San Luis Potosí (Mexico, Puebla, Saltillo, and Co.), and suggestions to Messrs. Manning and Marshall in behalf of the security and ultimate remission of the association's

funds in said conducto. The property is perfectly safe at San Luis, and will not be removed from thence, either to proceed to Tampico or Vera Cruz until corresponding, and equal security, be afforded by the general Government. The inconvenience, therefore, will be confined to delay the meanwhile and a little additional expense. I fully expect that, in a few days, a determination will be taken, whether the conducto shall proceed to Tampico or Vera Cruz, and that in either case the funds by it will be fully protected. Statement showing the outlay and return, in respect of the mine of Rayas, from the 1st of January to the week ending the 10th of October, inclusive, and the value of ores on hand:—

Amount of realized surplus, as per accounts of 30th June .. \$21,028 0 0

Outlay from 30th June to 10th October .. \$136,035 6 1

Returns during the same period ..... 190,978 5 4 — 54,942 7 3

Excess of returns ..... \$106,097 7 3

Value of ores at the hacienda of Barrera ..... \$33,630 0 0

At the mine ..... 4,103 0 0 — 37,733 0 0

Total surplus ..... \$143,830 7 3

J. N. SHOOLBRED.

###### Report on the State of the Workings of the Mine of Rayas.

Oct. 15.—La Purisima.—No change has taken place in the end of Santa Margarita. The end of Santa Victoria is now advancing in two branches.

The body of ore in the lower end is producing a fair quantity of the better classes of ore, whilst that in the upper end is rather unproductive. In following up the good ores cut in the point of Natividad, in San Paulino, a communication was made with a working to the north-west of San Juan Nepomuceno, filled with rubbish. In the pit commenced on the good ores (and where there may be some solid ground) the produce is now of an ordinary nature, and at the same time very scarce. The pit of San Paulino contains a small quantity of the most common classes of ore. Fifteen pairs of barrows are employed in La Purisima, by day; and twelve pair by night. The weekly produce of ore in the rough state has averaged 780 cargas, which, when picked, have yielded 104 cargas of ore, calculated to be worth \$264, exclusive of reduction expenses.

San

MEETINGS OF SCIENTIFIC BODIES.  
IN THE ENCLING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	NOTE.
Royal Geographical	21, Regent-street	Monday	8 P.M.
Political	Bull-court, Fleet-street	Monday	8 P.M.
Linnan	Soho-square	Tuesday	8 P.M.
Architectural	25, Lincoln's Inn-fields	Tuesday	8 P.M.
Geological	Somerset House	Wednesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Botanical	29, Bedford-street, Covent-garden	Friday	8 P.M.
Westminster Medical	Kester Hall	Saturday	8 P.M.

## PUBLIC COMPANIES.

MEETINGS.		
Tin-croft Mining Company	44, Finsbury-square	Dec. 22
Bolivar Mining Association	9, Warmond-court	25
East Trelford Mining Company	6, St. Mildred's-court	29
Cadogan Mining Association	9, Nicholas-lane	Jan. 18

  

CALLS.		
West London Cemetery	8f.	Dec. 16.
London and Brighton Railway	16f.	17
Birmingham & Gloucester R.R.W.	10f.	23
Trelford Mining Company	26	29
Great Western R.W. (shares)	10f.	As former calls.
Cornwall Mining Company	10f.	Union Bank of London.
Cambrian Iron and Smelter Co.	25, 16th Feb.	London Joint-Stock Bank.

  

DIVIDENDS.		
National Bank of Ireland	6 per cent.	18, Old Broad-street. Jan. 11.
South Cardigan Mining Company	20f. per share	On the mine.

## WEEKLY RAILWAY TRAFFIC RETURNS

## LONDON AND BIRMINGHAM RAILWAY.

[Length of Line, 113 miles.]

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 5th day of December	£29,662 9
For merchandise for the same time	2,225 19
Cattle	264 9
Total	£32,152 18

## GREAT WESTERN RAILWAY.

[Length of Line opened, 75 miles.]

LONDON AND SOUTH-WESTERN RAILWAY.

[Length of Line opened, 76 miles.]

EASTERN COUNTIES RAILWAY.

[Length of Line opened, 174 miles.]

NORTHERN AND EASTERN RAILWAY.

[Length of Line opened, 193 miles.]

LONDON AND BRIGHTON RAILWAY—SHOREHAM BRANCH.

[Length of Line opened, 14 miles.]

LONDON AND BLACKWALL RAILWAY.

[Length of Line, 3½ miles.]

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

FOREIGN FUNDS.

SHARES.

LATEST CURRENT PRICES OF METALS.

LONDON, DECEMBER 11, 1840.

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will require a little explanation, and we may, therefore, here observe, that the company possessing a tract, or, rather, three distinct coal-fields, comprehending together 2500 acres, propose to export coals to a considerable extent, there being, in the Cwm Avon Colliery alone, no less than twenty-five seams, or veins of coal, giving in the aggregate above seventy feet in thickness, and calculated to produce, at the depth of 120 yards, no less a quantity than 11,000,000 tons—a shaft having been already sunk one-half that depth, and several levels driven—and, from the two other collieries, an equal (if not greater) quantity may be expected.

It may be assumed, then, judging from the extent of the coal trade at Cardiff, Newport, and Swansea, that at least 150,000 tons will be shipped annually—and, probably double that quantity from the collieries belonging to the property, when the trade of the port is fully established—so that, should the make of copper be only 100 tons a-week, the quantity of ore which would be taken up, as back carriage would form but a small proportion to the weight of coal taken down, while the coal used in the smelting works, which might be fairly estimated at 90,000 to 100,000 tons a-year, is saved the cost of carriage.

This objection is, therefore, met, so far as Cwm Avon is concerned, while the locality of the Forrest Works is in the immediate vicinity of those of Messrs. WILLIAMS & CO. and Messrs. VIVIANS, having attached thereto the Graigol Colliery. It is not our province to enter into details, which affect only those interested, and who will, doubtless, satisfy themselves on the several points of vital importance which are involved in the establishment of a company of this nature. We have already carried our remarks to a more than usual length, and it is only in justice to the parties, in retracting the opinions we had previously advanced, so far as was necessary, that we have extended our observations. We have endeavoured to place the subject in its fair and proper light before our readers, and shall again, in our next, notice the subject, when minor points may be discussed.

The report of the accountant appointed by the LORD MAYOR to examine into the accounts of the "British and Australasian Bank," will be found in our columns of to-day—and, truly, a more perfect illustration of the system too frequently adopted in the construction and management of Joint-Stock Companies could not be afforded. The report itself is so complete, that it requires little remark—it carries with it its own comment; and we can only say, that, with cases of this nature (with which may be classed the veritable "Talacre Coal and Iron Company"), we are only surprised that the parties who have been duped—we might even say swindled—out of their money do not at once proceed in a criminal court against the parties. Plunder on this wholesale scale must not only be made public to the world, but the delinquents should be punished. Surely, when Justice awards seven years' transportation to the culprit, whose crime is the abstraction of some trifling article—for which his poverty and necessities might plead an excuse—men of supposed probity, and whose position in society enable them to perpetrate frauds in a wholesale manner, will not be allowed to escape. We must, however, to the case in point, passing over the absence of any deed of settlement being executed, which the directors seemed to consider quite unnecessary, although the lawyer had, very properly, drawn up one, so as to perfect his bill of costs, we arrive at the balance-sheet, in which this item appears—"first dividend, 1016." Here, then, is a bankrupt company—the shares in which, even those held by the directors, have not been paid upon—who receive deposits and issue their notes on parties either not in existence or not to be found—who refuse to pay orders drawn upon them by their accredited agents—paying dividends as from the profits acquired by the employment of capital—a capital stated to be 1,000,000*l.*, on which the whole amount paid does not exceed 55,000*l.*, while upwards of 20,000*l.* is due from the directors and others as instalments on their shares—thus reducing the actual capital to something like 35,000*l.* This, however, we believe, is not the only instance where dividends have been paid, with the view of bolstering up the concern and giving to it a false credit. We cordially agree with Sir P. LAURIE, who, in the course of the inquiry, observed—"It was most important that an inquiry of this kind should be instituted, and wished that half the companies constituted within the last few years, and by which the public had been enormously gulled, were inquired into." Such is our wish, and, amongst others, we should take care not to let Insurance and Loan Companies escape. We now approach the board of direction—"all honorable men"—first, the managing director (whose brother is missing); he appears to be indebted to the company in no less a sum than 7540*l.* 4*s.* 5*d.*, and yet he has the unblushing effrontery to appear in a public office for the administration of justice when a report of this nature is presented. Now come we to the other "honorable" directors—each of whom is debtor to the bank on account of instalments due on their shares, excepting Mr. J. B. GORDON, who appears as a creditor. Two of the directors never held a share—and thus is the public (to use Sir P. LAURIE's expressive term) "gulled," or, as our friends in the Sister Isle would say of the Talacre Company—"humbugged." We have not space to enter into the merits of the question, but may well refer to the report, as being sufficiently explanatory.

#### SECURITY OF JOINT-STOCK BANKS.

The recent failures of private banks have directed general attention to the perfect security, as it is held out, to be, of joint-stock banks; but the public should be aware at the same time, that it is quite possible in the present state of the law to have so many impediments thrown in the way of creditors, on the failure of a joint-stock bank, as to render this fancied security nearly nominal. The Act 6 George IV., passed to enable large companies to carry on the business of banking, was thought to afford sufficient protection to the public by enabling creditors to sue the "public officer" of the bank, and having obtained judgment against him, to take out execution against any one of the proprietors. As the proprietors are directed to be registered judicially, there would necessarily be no difficulty in selecting a solvent person against whom legal proceedings might be taken. Had the spirit of the Act been carried into effect, the public would, it seems, have been sufficiently secure, but the wording of the Act has operated so as to throw impediments in the way of any proceeding by creditors. Thus judgments had been obtained in the case of the Imperial Bank against the "public officer," and the Court of Queen's Bench was moved to allow execution to issue against the registered proprietor, but it was decided, after much delay, that a fresh action (legally a new *s. & c.*) must be brought, to ascertain whether or not the party ought to be charged as a partner. The creditors afterwards followed that course, and brought the same forces against several solvent registered proprietors, when it was objected that these were not responsible until the proprietors at the time of obtaining judgment (perhaps different parties) had been proved insolvent, and this argument prevailed. As the great guarantee which the joint-stock banks offer to the public is security is the number of persons liable to the depositors, a state of the law which renders it almost impossible for a creditor to recover against any individual proprietor must be fatal to their pretensions on the score of credit and security.—*Times.*

#### LATEST INTELLIGENCE.

**REDUCTION, DEC. 10.**—Average standard, 119*t.* 13*s.*—Average produce, 8*s.*—Average price, 6*s.* 16*s.*—Quantity of ore, 2311 tons.—Quantity of fine copper, 201 tons 12 cwt.—Amount of money, 17,224*l.* 3*s.* 6*d.*—Average standard of last sale, 120*s.* 6*d.*—Produce, 7*s.*

**BANK OF ENGLAND.**—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM SATURDAY, 13 TO DEC. 8, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation . . . . .	£16,446,000
Deposits . . . . .	6,337,000
	£22,783,000
	£25,162,000

**EXPORTATION OF THE FASCICUS METALS.**—The exportation of the precious metals from the port of London to foreign ports for the week ending the 3d inst., was as follows:—Silver coin to Hamburg, 35,000*o.*—Gold coin to Columbus, 150*o.*

#### ORIGINAL CORRESPONDENCE.

##### MINE SURVEYING.

ADRESSE TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your valuable paper of last week, a writer started the inquiry, as to which of the arts or sciences was of the greatest importance in mining—and I think mention was made of geology, mineralogy, metallurgy, and chemistry; but, notwithstanding the high value of these, and many others, which are necessary and indispensable, I am free to state my persuasion, that the science of "mine surveying" stands paramount among the whole catalogue.

I am always encouraged, when writing for the *Mining Journal*, on reflecting that the Editor is a practical man, and the correspondent who brings the truth with him may assuredly calculate on having him for an advocate, although that truth may be directly opposed to the notions and prejudices of many of his readers. You and I, Sir, have had conferences together some hundred fathoms below the surface, and may fairly consider ourselves to be more deeply taught than some of our *superficial* critics, who can talk fluently of "how things should be done," but who never undergo the labour and hazard of examining for themselves.

I have been much engaged in mine surveying for nearly twenty years, and what I have seen, as well as heard, of the sad consequences of errors in mining operations, through false surveys, has confirmed me in the opinion I have already stated—namely, that ignorance, or an imperfect knowledge of any other branch of mining, is by no means likely to lead to such disastrous consequences as a deficiency in the all-important science of mine surveying.

How many thousands of pounds have been wasted—weeks, months, and years lost. How many mines have been ruined and abandoned, through the same unhappy cause. Possibly, when these reflections meet the eye of your numerous practical readers, the remembrance will flash across the minds of many of them, where and when these destructive mistakes have occurred, and, it may be, their faces will reddened, from the heartfelt conviction that some of these errors have been their own doing!

I have not the slightest intention of casting a wanton charge against a body of men whom I respect, and with whom I am much associated—the fault generally lies with their employers, who injudiciously impose on them a work for which they have never had proper opportunities or means of becoming qualified. Most of our excellent little army of mine captains have been "taken from the ranks," or, in other words, have been working miners from very early life—and it is generally acknowledged, that such ought to be the case; but then, it must also be allowed, that, with very few exceptions, their education must have been too much circumscribed to admit of their undertaking the important and scientific department of surveying.

I beg leave now to address myself to gentlemen, interested in mining, who have (as an indispensable part of a liberal education) a general knowledge of the mathematics, and, by briefly pointing out a few of the difficulties that present themselves in making an underground survey, they will admit, that the man competent to undertake this work ought to be a profound mathematician, and one of extensive practice in that peculiar department. Suppose a new vertical shaft to be put down from surface, and it is intended to expedite the work by driving cross-cuts, and rising and sinking from several levels at the same time—here it must be seen that an error in any one point would be a ruinous or disastrous affair; and, probably, the surveyor may necessarily have to pass down through a diagonal shaft, with a variable bearing and declination, and in which are a lift of pumps, and other iron work, then his course leads through eccentric levels, laid with tram or railroads, which render the magnetic needle useless—next, to proceed over, or through, irregular stopes, and to dial through winzes, where falls of water, solars, and other obstacles, cause the taking of the angles and measurements, both difficult and dangerous—added to this, the annoyances of blasting, powder smoke, dead air, and other interruptions—known only to the miner—render the operation extremely difficult, and yet he has, or ought, to prove this extraordinary survey, and show to a demonstration (before a stroke is struck) that he is exact, and that all his points shall fall under the vertical point of the centre of the shaft at the surface, to a very few inches!!!

It is true, that all mining surveys are not attended with the difficulty represented in the above case, but the aid of trigonometry (that excellent branch of the mathematics) is essential, in almost every instance, where certainty is required.

It happens, most unfortunately for the welfare of mining generally, that miners have a dangerous method of performing their surveying (*alias* dialling) "mechanically," if that term will apply to it. Thus, they take the different drafts, or courses, of the windings and curves of the horizontal level underground, and then come on the surface, and, after finding a level spot, retrax or traverse there the several drafts taken underground; and, lastly, ascertain the bearing and distance from beginning to end. The circumscribed application and liabilities to error, by this most reprehensible method, are too glaring to require pointing out, and yet it is not uncommon, even in this great day of knowledge, to hear mining captains, who know no better way of dialling than this (which has proved so extensively injurious), boasting of their skill in this employment or profession *la bave*, and they will tell us what a capital dialling job they did once in such a mine, and they relate it as if they themselves considered it "a lucky hit," but not a word will they say about the many misses they have made, which, if brought to light, would probably put them, not only "out of countenance," but "out of office."

It is well known, that, in most of our best mines, there are qualified men set apart, and exclusively devoted, to this momentous work, for the consequences of error in this department are too well known to experienced managers, to allow it to be intrusted to unscientific hands. It is in smaller, or new concerns—and especially in mines under the management or control of London directors—where those destructive blunders so commonly occur, and where every means of filling in, easing up, pillarising over, &c., &c., is taken to hide the disgraceful and injurious operations from the eye of the occasional inspector. Those "penny-wise and pound-foolish" directors, who, in order to save a pound or two a-month, rather than apply it for the invaluable services of a competent professor, to attend and make the necessary occasional surveys, and keep up the plans and sections, will hazard the destruction of the extensive property intrusted to their management.

I am, Sir, your obedient servant,

COLLIERS, Dec. 3.

JOHN BUDGE.

Author of the *Practical Miner's Guide*.

[We think our correspondent has said enough, and that any comment on our part would be mere "surface" work.]

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As the letter on mine surveying, which I sent you last week, will not appear in the Journal until the 12th, I avail myself of the opportunity afforded by the interval, of forwarding this short supplement for insertion, if you can allow space for it in your columns.

I had no thought about the proposed Mining School when I wrote that letter, but it has subsequently come to my mind, with considerable force, that the subject must tell strongly in favour of such an establishment in the opinion of all unprejudiced persons; but invaluable—to this country especially—as such a school would be likely to prove. I am not at all surprised at the objections that appear to be raised against it. All men who have studied human nature, and have made that grand discovery, "the knowledge of their own hearts," are well aware of the self-love, ambition, pride, self-interest, vain-glory, prejudice, and a host of such like shareholders, who legally claim a very considerable preponderance in it; and it is pretty generally "seen and allowed," that we Cornishmen by no means fall short of our portion of these hereditary inmates, and, as in the human mind, like mining, a majority carries the day, how unlikely is it that "sound judgment," and "the general good," can have any chance against such a body of opposition!

I have been led into these reflections from a conviction that all the arguments which have been raised against this measure are unreasonable. I shall not attempt to go into the subject, knowing it is in much better hands, but I will just mention that I remember seeing in one of the Cornish papers the following interrogations put forth by one of its adversaries—"Will the miner use his dial the better for a knowledge of geometry?" "The question is most preposterous, and will find an answer in full above. But now, really, Mr. Editor, is it not a mortifying thought, that such a daring advocate for ignorance, or (which is the same thing), the contempt and exclusion of knowledge, should be found among us?

I shall not be displeased at finding the subject taken up either by friend

or foe. The truth never suffers by agitation—it will shine through all the sophistry with which its assailants may endeavour to enshroud it—"facts are stubborn things," and will force their way through a host of prejudices, like fire through dry stubble.

In conclusion, we must allow that there does exist an unhappy tendency in the dispositions of most men—especially among the uneducated—to affect to despise or undervalue those requirements which they themselves are deficient of; and it is also generally known, and felt, that there is a disinclination, amounting to aversion, in grown persons, to commence and persevere in a complex and difficult study—hence the lamentable lack of science among us as miners.

I am, Sir, your obedient servant,

COLLIERS, Dec. 8.

JOHN BUDGE.

#### PROCEEDINGS OF PUBLIC COMPANIES.

##### CANDONGA MINING ASSOCIATION.

A special general meeting of the shareholders in this company was held at the offices, in Nicholas-lane, on Monday, the 7th inst.

JOHN CUTTLERY, Esq., in the chair.

The SECRETARY (Mr. G. H. Hoppel) read the advertisement convening the meeting, and the minutes of the last meeting, which latter were unanimously confirmed. The following directors' report was then submitted.

##### REPORT.

It will be in the recollection of the proprietors, that in the report submitted to the half-yearly general meeting in July last, the directors stated, that the continued unproductive state of the Candonga Mine had induced them to send off instructions to the officers of the company to reduce their establishment, and their expenditure, within the narrowest limits, consistent with prudence, unless a hope which had been received here, should be abundantly realised. The directors further stated, that, when they had received full information from Candonga respecting this substance, they would call the proprietors together, for the purpose of submitting it for their consideration; they regret to have now to state that the hope then raised is utterly disappointed.

Pleasing, however, in put the proprietors, as well as themselves, in possession of the best information as to the course it would be prudent to pursue, they placed all the plans and sections of the workings, recently received, together with all the reports received during the last twelve months, in the hands of Mr. John Taylor, with a request that he would give his best consideration to them, as a professional and practical miner, and report to the officials on the past, present, and probable future circumstances of the mine. The result of that gentleman's investigation is embodied in the following report:

"Cord Du, Pinhalinho, Oct. 26, 1849.  
I have very carefully read, and with assistance of the maps and sections, have studied the reports you have received from the mines from October 1, 1849, to July 2, 1850, all which are rendered more intelligible by the historical sketch of the operations at Candonga, contained in the reports by Captains Bailey and Roshkov, dated 28th March, 1849.

"It appears, that the gold which these mines have produced has been found in branches in the jacutinga, which branches have only been rich in a certain portion of the ground, which is found to dip in much the same manner as what are termed by miners 'shoots of ore,' usually do in regular mineral veins. This deposit of the precious metal might reasonably have been expected to have extended to a considerable depth, or even to have improved as it was pursued into the deeper portions of the jacutinga; nor do I think that the cross-courses that have been found to intersect the branches were to be considered as unfavourable symptoms when they were first discovered, inasmuch as the most productive parts of mineral veins are commonly found to be continuous to the interruptions which, in most cases, accompany the cross veins. In reasoning thus, however, I do so from the analogy presented, and the experience derived from mineral veins in general, and it is possible that the deposits of gold in the Brazil may be exceptions, and that a judgment derived from other sources would not be safely applicable in this case. The knowledge gained of late years of the Brazilian gold mines, at any rate, leads to the conclusion that, of all others, they seem to present the most uncertain and irregular results. However this may be, no other mode of forming a judgment, at the time when these mines were undertaken, could be resorted to, but such trials as appear to me to have been carried on.

"These trials seem properly to have embraced two objects—first, to explore the known shoot of ore ground beyond the limits of the old workings, and to follow it into places where water and other impediments prevented those who worked it before from pursuing it; and, secondly, to ascertain whether other auriferous portions of the jacutinga vein or bed might not be discovered, according to a hope which might very reasonably be entertained. I regret to say, that it appears to me that these trials seem to leave very little reason to expect any advantage from pursuing them further.

"With respect to the first object, it seems to be proved that, while for several levels and cross-cuts the ore ground is not found to extend laterally or horizontally, so, by all the deeper workings, it appears that a change in the ground has taken place, becoming harder as the depth increased, and presenting less and less those favourable appearances from whence the presence of gold was to be inferred.

"With regard to the second object, the reports mention experimental researches on the jacutinga vein, both in the direction towards the village, and over the other side of the hill, from which no discovery has resulted, not to mention the considerable space passed by the two adits.

"On the whole, I cannot find any reasonable prospects of advantage from pursuing operations to a further extent, and my advice would be to close the concern with as little delay as possible, unless, indeed, some important discovery should have been made before your orders should arrive—a circumstance which, although possible in all such cases, I believe here to be highly improbable.

"I should add, that the mode in which the various trials for exploring the ground have been carried on, seems to me to be such as to have fully and fairly examined every part that offered any prospect of discovery; and, looking at the extent of work done, and the time occupied, I should think that due attention to economy has been observed.

The directors have given their most deliberate consideration to the report of Mr. John Taylor, as they had already done to the documents on which it is founded; and it is with regret they have come to the conclusion, that there are no longer any prospects which would justify them in making further calls upon the proprietors, and that prudence dictates the winding up the affairs of the company, while assets still remain sufficient to meet all the liabilities of the company.

Acting upon this conviction, a document has been signed by all the directors, testifying their consent and approbation that the company be absolutely and forthwith dissolved, and which they now submit and recommend to the proprietors, for the sanction of their consent and approbation.

The CHAIRMAN said, there was but little that he could state on the present occasion: six years since, on their first working this mine, they found gold much sooner than could have been expected, and had induced them to hope that it would have turned out a profitable speculation; it had, however, disappeared as suddenly as the first finding it was unexpected, and, after many months of fruitless labour, and after prosecuting search after search in vain, they had been compelled to the conclusion that it was to the interest of the shareholders that the company should now be dissolved. It was painful for the directors to call the shareholders together for such a purpose, but having all along endeavoured to promote the best interests of the association, they could not, under present prospects, conscientiously call upon them for additional funds, as there was not sufficient inducement, from the indications of the workings, to warrant them in so doing; in confirmation of the views taken by the directors, Mr. Taylor's report, which had been embodied in that of the directors, would convince the meeting that they had made every inquiry before taking the present step.

In answer to a question from a proprietor, the CHAIRMAN said, after the payment of all expenses, there would be a surplus of about, say 500*l.*, to divide among the shareholders, or about 10*s.* per share.

Some discussion arose as to the wording

## LONDON AND CROYDON RAILWAY.

An especial general meeting of the shareholders in this company was held at the London Tavern, Bishopsgate street, on Tuesday, the 8th inst., for the purpose of taking into consideration the agreement proposed to be entered into for the joint occupation of the existing Croydon station at London-bridge by the Croydon, Brighton, and South-Eastern Companies.

W. A. WILKINSON, Esq., in the chair.

The proceedings having been commenced in the usual way, the SECRETARY (Mr. Young) read the report of the directors; to which was added a very long correspondence on the subject of the toll payable to the Greenwich Company.

The CHAIRMAN stated that the total sum expended on the station had been, as nearly as could be ascertained, £11,500.; of which sum the Brighton and South-Eastern Companies were each to pay a third part, by four instalments, three of them payable in the course of next year, and the other within six years from the date of the agreement—the purchase-money bearing interest at 5 per cent. in the mean time.

The agreement was read, and stated in effect that the station should be solely under the control of nine managers—three chosen from the direction of each company; and that these managers should receive among them an annual allowance of £1000., the Brighton and South-Eastern Companies covenanting not to concur in any new line having a terminus within half a mile of the present terminus at London-bridge. All future outlay in respect of the station to be equally borne by the three companies.

Mr. ADAMS objected to this last clause, and contended that the companies should bear the expense in proportion to the amount of their respective traffic.

It was answered, that the Croydon Company would participate in the benefits derivable from the traffic of the other companies passing over their line. The meeting seemed to consider the arrangement a most favourable one, and, after some discussion on minor points, it was unanimously adopted. It was stated that Messrs. Wilkinson, Roberts, and Baines, were to be the three managers on the part of the Croydon Company.

The CHAIRMAN then entered into a long detail of the steps which had been adopted to procure a modification of the toll paid to the Greenwich Company. The Greenwich directors had declined to make any alteration, and the consequence was, that it was found necessary to raise the Croydon fares. The result had been, that the traffic had fallen off to the extent of 34,000 passengers in four months as compared with the corresponding period of the preceding year, but the Croydon Company had saved 400£. in the amount of government duty and Greenwich toll. The chairman enlarged upon the advantages which would accrue to both companies if the toll were lowered, and hopes are entertained that some arrangement may yet be come to.—The report was unanimously adopted.

The CHAIRMAN adverted to the attacks made on the company by the *Times* daily newspaper, because assistant engines are used in pushing trains up the incline at New Cross, instead of being placed in front. The *Times* had contended that the practice was dangerous and unusual. In proof that it was not unusual, letters were read showing that the plan is daily adopted on the Liverpool and Manchester and other principal lines, and to show that it is not attended with peculiar danger, a report from the engineer was read, which stated he had, with the chairman, deputy-chairman, and Mr. Baines, tried an experiment, for the purpose of determining practically the effect of the assistant engine—a train of five laden coal wagons was drawn by the *Croydon* engine, and assisted by the *Hercules* in the rear. On attaining twenty-two miles per hour the steam of the leading engine was suddenly cut off, which caused a strong re-action, the whole weight of the train thrown back, and reduced the speed to fifteen miles an hour; the steam was then shut off from the *Hercules*, when she instantly separated from the train, and stopped in less than her own length. The same train, without the assistant engine, reduced from twenty-two and a half to fifteen miles an hour, stopped in 7-32nd of a mile. This experiment shows that any stoppage of the train is instantly felt on the hind engine, which may be stopped before any injury can arise from its overturning the train, and that the velocity after the steam is shut off, is the same with or without the assistant engine.

It was stated that the Croydon line had been remarkably free from accidents. A model of a machine for lessening the force of collisions was exhibited; it is the invention of Mr. Moses Ricardo, of Brentford.

A vote of thanks was then passed to the chairman, who made his acknowledgments, and the meeting (a large and respectable one) broke up.

## PRESTON AND WYRE RAILWAY, HARBOUR, AND DOCK COMPANY.

The half-yearly general meeting of this company was held at the company's offices, King William-street, City, on the 30th ult.

HASTINGS ELWYN, Esq., in the chair.

The CHAIRMAN, in opening the proceedings, said, the report has been drawn up with so much care, that it will be quite unnecessary to enter into any preliminary details. The present meeting is called in pursuance of the Act, and for the purpose of conveying to the shareholders all the information which it is in the power of the directors to supply.

The directors' report was then read, and was well received by the meeting. It stated that the line was opened on the 16th July, and the traffic had exceeded their most sanguine expectations; the number of passengers for the first three months, to October 17th, were 55,505—one of the largest amounts ever conveyed upon a railway, soon after its opening, less than twenty miles long; that the original calculation, independent of those by the Irish and Scotch steamers, was 15,000 per annum, while they had carried more than 20,000 the first month; that the demand for building land at Fleetwood was unprecedented, and a vast number of houses, hotels, and lodging-houses were being built; that they had the satisfaction of announcing to the shareholders the approaching completion of the first portion of the harbour improvements by the completion of the two shore lighthouses, and of the first cutting of the Strait Channel from sea into the harbour—the former of which will be lighted, and the latter opened, on the 1st of December, as explained in Captain Denham's report, to which the directors beg to refer for the details of this and of the other harbour improvements.

The report of Messrs. Stephenson and Routh (the engineers) was then read, and also Captain Denham's report of the progress of the harbour, which gave a very favourable account of the state of the works under completion, and the stability and complete working order in which the railway now remained.

It was then moved, and carried unanimously, that the reports just read be received and adopted.—Under the provisions of the act, six of the directors retired from office, but were re-elected.

Mr. WAILES wished to know whether the company had obtained any traffic, either by steam-boats or otherwise, from any of the ports on the coast of Ireland? He thought it highly desirable.—The SECRETARY said, that several overtures to that effect had been made to the company, respecting the establishment of steamers from Drogheda and Belfast, and they were only waiting the completion of the port arrangements to carry it into effect. It was probable it would not be done until the spring, on account of the advanced state of the season. In the spring its accomplishment was certain. Propositions have also been made for a steam communication, by parties from the Isle of Man, Glasgow, and the Irish coast.

It was proposed by Mr. PHILPOTT, seconded by Mr. WAILES, and carried, that the directors be empowered to carry out the junction of the Lytham and Blackpool Railway, and for employing all facilities for effecting an object as desirable.

It was understood, from replies to questions, that this undertaking would entail no expense upon the shareholders, but tend materially to their profit, by the traffic they would derive from other great railway arteries.

The CHAIRMAN, in reply to a question from Mr. Philpott, respecting the gross amount of shares, stated, that the old number of shares taken amounted to 2000.; the number taken at 25s. was 3423—leaving 3377 still remaining on hand. The directors had avoided issuing the shares at a diminished value of 25s., but rather borrow money wherever it could be found, in expectation that these shares would rise considerably in value.

Mr. PHILPOTT thought it showed the consideration of the directors for the old shareholders, and trusted that no more 25s. shares would be issued, but that they would rather be issued at a premium of 30s.—The CHAIRMAN said the directors were quite willing to do so. The degree of good fortune which has attended this concern has been mainly attributable to the unexampled munificence and liberal spirit of almost one individual.

Mr. PHILPOTT hoped they would soon be able to testify, other than in mere words, the sense they entertained of such great liberality.

A motion was then carried—"That the amounts be audited, and laid before the shareholders in the ensuing week."—In answer to a question, the SECRETARY stated that the present traffic was paying 6 or 7 per cent.

ASSAM TEA COMPANY.—Too late accounts from China represent this company to be proceeding prosperously. They are building a small vessel at Hsuan, for the purpose of running up the Assam river to the tea plantations, and bringing cargoes of the herb to Calcutta. They have also imported a saw-mill, intended for their settlement in Assam.

## RAILWAYS OF GREAT BRITAIN.

In entering upon a brief review of the progress of railways in 1840, it is curious to look back on their eventful history during the short period of ten years. In 1830, public attention was directed to the interesting experiment then about to be tried; the Liverpool and Manchester Railroad was drawing near to completion, and there were not a few who looked forward to its success as the means of introducing the boldest improvement in the means of communication that England had ever received. But perhaps the most sanguine of those who foresaw the advantages of the railway system, would hardly have ventured to predict for it a progress so rapid as that which it has actually achieved. Without noticing the extensive railway operations of America and the continent of Europe, it appears that since the opening of the Liverpool and Manchester Railway, in September, 1830, upwards of 1100 miles of railroad for the transit of passengers and merchandise by means of steam-power, have been constructed and brought into operation in this country, and that nearly the same length is now in progress, the investment of capital in these improvements amounting to 60,000,000£.

As several of the principal railways are yet incomplete, or have been opened so short a time as not to allow their traffic fully to develop itself, it would be premature to form a judgment at present as to their ultimate success. The returns of those lines which have been longest in operation, give some idea of the astonishing extent to which the public already avail themselves of the facilities of railway travelling. On the chain of railroads connecting London with Birmingham, Liverpool, Manchester, and Preston, which, with the branch to Aylesbury, amounts to an aggregate of about 250 miles, the total receipts from July 1, 1839, to June 30, 1840, were 1,467,562. 19s. 8d.; the expenses during the same period, including interest on borrowed money, being 820,893. 19s. 10d., or nearly 50 per cent. This gives an average daily income of 4020. 14s. 4d., or 15. 9s. 3d. per mile. Owing to the completion of tributary lines, and other circumstances, it is probable that the year 1840—1 will be more productive than 1839—40, especially to the London and Birmingham Company, whose receipts in ten consecutive weeks ending September 5th, 1840, exceed, by more than 21 per cent., those of the corresponding period of 1839. During these ten weeks, which embrace the most profitable portion of the year, this company's income was 174,328. 2s. 5d., or 2490. 8s. 0d. per diem, which is at the rate of 20l. 18s. 6d. per mile, upon 119 miles, the length of the main line and the Aylesbury branch, the returns for which are not published separately.

The *Companion to the British Almanack*, from which we take these particulars, gives a list of 135 railways, in a tabular form, exhibiting their course, dates of their several Acts, date of opening, branches, length in miles, present capital, sort of power used, and general remarks, especially the gauge of the rails. The article then continues:—

The railway openings of 1840, which far exceed in extent those of any previous year, may be classed as follows:—

## Lines partially opened previous to, and completely in, 1840.

	Total length.	Opened 1840.
Dundee and Arbroath	miles. 161	2
London and South-Western	762	18
Midland Counties	57	414
York and North Midland	27	124
		722

## Lines entirely opened in 1840.

	Total length.	Opened 1840.
Preston and Longridge	miles. 7	Belfast & Carrick (about) miles. 2
Lancaster and Preston	208	Chester and Birkenhead miles. 144
North Midland	723	Chester and Crewe miles. 203
Hull and Selby	362	Stockton and Hartlepoo miles. 81
Preston and Wyre	193	Total miles. 297
Shiamann	124	

## Lines partially opened before, and further so during 1840.

	Total length.	Opened 1840.
Eastern Counties	miles. 126	74
Great Western	1174	44
Glasgow, Paisley, Kilmarnock, & Ayr	573	40
Manchester and Leeds	56	41

## Lines first partially opened in 1840.

	Total length.	Opened 1840.
London and Brighton	miles. 61	54
Manchester and Birmingham	724	52
Birmingham and Gloucester	63	(about) 40
London and Blackwall	34	34
Maryport and Carlisle	28	74
Glasgow, Paisley, and Greenock	224	(about) 94*
Northern and Eastern	39	16
Taff Vale	414	14

\* Including 64 miles joint line between Glasgow and Paisley, during which, the total is 944.

The total length of railway brought into operation in the year, down to the early part of October, is about 4824 miles, which will probably be increased to more than 500 miles before the end of December.

## WHITEHAVEN AND DUBLIN COAL TRADE.

Great complaints are made by all parties interested in the export of coals from Whitehaven to Dublin. The trade was never known to be so dull or profitless as at the present time; the price has fallen 1s. per ton to Dublin (*now the only market*), and the sale at that rate so slow as to prevent the possibility of any gain accruing to the shipowners. The cause of the stagnation is variously accounted for. Lord Lonsdale's agents ascribe the slow sale of his lordship's coals to an unusual supply of turf in the Irish market, while others attribute it to the effect of the agency system in Dublin (upon the probable ill effects of which we had occasion to remark some time since), and others to the increased competition from the northern ports, and more especially to the vigorous activity of the shippers at Maryport, since the opening of the Maryport and Carlisle Railway. Be it from whatever cause it may, the trade of Whitehaven appears to be in a most deplorable condition. The Editor of the *Whitehaven Herald*, after lamenting on the state of distress to which every branch of industry in that port has been reduced, thus feelingly argues on the probability, should his suggestion be adopted by Lord Lonsdale, of the return of happiness and prosperity to a town in which his lordship is so largely interested:—

"Let his lordship strike of 6s. per wagon from the cost of his coals at this side, and all parties will be immediately benefitted. Who can raise coals so cheaply as Lord Lonsdale, or sell them so advantageously at a reasonable price? No proprietor of mines in this quarter can compete with him, yet, notwithstanding all his advantages, his agents, by their want of comprehension, liberality, and commercial tact, are likely to permit him to run off the road, to his own incalculable loss, and at the sacrifice of the greater part of the immense capital at present employed in the conveyance of coal to market, and to the discomfort and ruin of a large community dependent, in various ways, for their existence and well-being, on the manner in which the noble earl may be advised to deal with the vast resources at his command. We trust in God that our humble voice may reach Lord Lonsdale's ear, and be the means of inducing his lordship to make such a large and liberal reduction in the price of his coal as will place our trade on a permanently free and secure foundation, and so prevent the diversion of thousands of capital into distant channels, and save thousands of our townspeople from perpetual anxiety, and want, and ruin. Our harbour would soon be again crowded—our quays become the busy hives of industry—our seamen looking cheerful, being well paid—their families comfortable—the vessel owners all smiles over, projecting new ventures—and, in short, the whole aspect of the town would become transmuted from creeping listlessness and trembling apprehension to a scene of thriving commerce, and of active, busy, bustling enterprise."

IRON WORKS AT LUXBOROUGH.—The manufacture of iron is advancing with great spirit at Luxborough, near Minehead, Somersetshire, where extensive mills, ponderous tilting hammers, and vast smelting furnaces, have been for some time past erecting, and are now nearly completed. The quality of the ore, raised in the Brendon Hill, has been well tested, and found to be of superior quality; one of the large manufacturing houses at Sheffield, it is said, has taken of the entire quantity on hand, and contracted for the purchase of all that may be made within the next twelve months. A new method of smelting has been adopted at these works, from the patent of Mr. Sanderson, of Sheffield, the process of which is highly advantageous, from the celerity and economy combined in the operation. The whole of the machinery, which is of beautiful construction, has been erected by our scientific townsmen, Messrs. Richards and Blake. The neighbourhood of these works has, in consequence of the number of workpeople employed and the busy scenes of their labour, assumed a vivacity of character in perfect contrast to its former noiseless monotony.—*Gloucester Courier*.—[We should be obliged, if some correspondent would furnish us with a description of the smelting process referred to.]

## STEAM COMMUNICATION WITH INDIA.

An earnest desire is expressed in many quarters to see the great question of communication with India brought to a satisfactory termination, and in the mode of accomplishing this to have especial care taken that neither the Government nor the East India Company are released from the obligations they entered into with the country in regard to management of that communication. Of the origin of these obligations a brief retrospect may be useful. As far back as 1838 a committee was in action whose chief object was that of urging the Government to take up this matter, and it was in 1837 that the Ministry, being hard pressed by this committee, backed by private representations and remonstrances, referred the proposal of the committee for consideration to the East India Company, who, in February, 1837, after "maturely considering" the subject, reported that—as "We are of opinion that, in order to insure the efficiency and permanency of steam communication with India, it should be established and maintained by Her Majesty's Government and the East India Company." This plan was assented to, and the committee having effected their main object, did not interfere further. There have since arisen two companies who are desirous of undertaking this project, between whom an attempt at a coalition has recently been made, and, according to present appearances, with every prospect of bringing it to bear; and what is now desired on the part of those merchants and others deeply interested in the issue is, that measures should be immediately taken to investigate and arrange matters of such vast interest and importance in a mode calculated to afford the most entire protection to the public. Above all, the danger should be most carefully guarded against of allowing this line to be monopolized by any set of men, who might hence acquire the power of dealing at their pleasure with the parties and interests concerned, of selling their services to the public at their own price, and even of neglecting their duties, if it answered their purpose to do so. To accomplish this end, it is held to be desirable that the Government and the East India Company should have cognizance officially of all the measures to be taken; and, further, that they should frame and superintend engagements to be entered into with these parties on the principle of the contracts made recently between the Government and the parties engaged in conveying the mails by steam between England, the Americas, and the West Indies. While doubt existed as to the ability of any company to engage in this great and important object, it was useless to consider what was required for the public protection; but now that private capital has at length assumed such a power of combination as to present the requisite means, the question presses for immediate attention and decision. The whole power certainly ought not to be given to any company, however powerful and well conducted, nor should the Government and the East India Company be released on any account from their original bargain with the public until it is clearly seen that it may be transferred with safety to other hands. All that can now be conceded is, that a company may engage in managing the intercourse with India only so far as concerns goods and passengers, for which, under the original bargain no provision is made, and it will be time enough after that has been put to the test of long experiment, for the higher powers to relax their hold upon this arrangement, and give up the mails themselves to other hands. It should be remarked, however, as a piece of justice, that the Government and the East India Company have never manifested the least disposition to shrink from their engagements with the public, but have held the companies at a distance, and given them no encouragement whatever. The trust has been well performed, and hence arises the greater necessity for caution in parting with it to other hands, after the propriety and policy of doing so are clearly ascertained.—*Times*.

## BRITISH AND COLONIAL EXPORT COMPANY.

# RAILWAY AND COMMERCIAL GAZETTE.

## ACCIDENT IN A COAL-PIT—DISPUTED BOUNDARY.

In our last we briefly stated the particulars of the suffocation of a man in a coal-pit, near Bacup, owing to the pitmen in an adjoining mine having purposely kindled fires, so that the draught carried the smoke into the mine in which the sufferers (for there were several who sustained considerable injury) were at work. It appears that disagreements have been existing for some time as to the boundaries and working of the two adjoining pits, and that an action at law, brought more than a twelvemonth since, to settle some of the questions in dispute, is yet pending before an arbitrator. The higher pit, called the Old Eye, is stated to be in the freehold land of Mrs. Vevers, of Coal Clough, near Burnley, who lets the pit, or the coal getting, to Mr. John Townsend, of the Wellington Inn, Bacup. The lower pit, called the Hoyle Hey, or Slack Heat (and better known as Lord's Pit), is said to be on the freehold property of Mr. James Lord, formerly of Bacup, but now of Bristol. His steward or agent is Mr. Samuel Stott, auctioneer and appraiser, Bacup; and the pit is let to Messrs. John Lord, James Aikin, and Robert Munro, cotton spinners. Violent proceedings have been going on between the two sets of workpeople, and it was only on the Monday preceding his death, that Jacob Townsend obtained a warrant against Eastwood, and some others of Aikin and Co.'s men, for an assault upon him; and some of them were convicted by the Burnley magistrates. It is said that the fatal occurrence was the result of one of a series of attempts made, on the part of the coal getters, in Lord's pit, to prevent Mr. Townsend's men from getting coal in parts of the Old Eye pit. At first, it is said, the water was dammed up so as occasionally to prevent them working; but, on Friday week, the agency of a still more destructive element was employed. Some of Mr. Townsend's men saw, through a large aperture between the pits, the colliers in Lord's pit engaged in kindling a fire, so placed, that the draught carried all the smoke, and with it the gaseous fumes arising from the fire, in the direction of the Old Eye pit, so as to have a suffocating effect on the men at work there.—Mr. Townsend employs in that pit thirteen men, and upwards of twenty boys; in Lord's pit there are ten men, and about twenty boys. The fumes and smoke were so stifling, that Townsend's pitmen built up a sort of wall of clay, &c., across a part of the pit, in order to prevent the smoke filling the parts where they worked; and some of the men had daily to pull down a part of this wall, to pass beyond it to their work, and to close it up again after them, so as to keep the pit at all free from thick smoke.

The result, as we have already stated, was the suffocation of one man, and the seriously injuring two or three others. The inquest on the body of the deceased was commenced on Saturday, and concluded on Tuesday evening, when the jury delivered the following verdict:—"We find Christopher Eastwood, Benjamin Bentley, and John Shepherd (three of Aikin and Co.'s men) guilty of the manslaughter of Jacob Townsend; and we consider the violent proceedings which have been carried on for some time in these mines highly reprehensible, and that the instigators ought to be also brought to justice if possible."—The coroner then committed the prisoners to the Kirkdale House of Correction, to take their trial at the next assizes.

In the course of the inquest, the following interesting evidence was given:—Mr. W. Robinson, of Stones, near Todmorden, Lancashire, produced part of the materials taken from the fires, and stated:—I have paid some attention to chemistry for the last ten years. This is a mineral substance (coke); this (a piece of wood) is vegetable; and this (apparently some wool dipped in oily matter) is an animal substance. I have been accustomed to analyse soils and minerals of various descriptions. From my previous experience, I am enabled to state the principal gases that would arise from the combustion of these mineral, vegetable, and animal substances, without actually performing the experiments, or subjecting them to any test. Coal in Lancashire is generally of one nature, except the cannel. This piece is of the "caking coal," generally got in this neighbourhood. This is a piece of wood partly consumed by fire. This other material, in its present state, is analogous to cinder or coke. This other is a part of the roof or top stone. This is animal wool, mixed with oleaginous matter, either vegetable or animal oil, or both. The oil used with wool in the neighbourhood of Rochdale is vegetable. The product of the combustion of wood would be carbon (the residuum after the application of heat), with a little lime, oxide of iron, manganese, and other earthy matters, taken up in the growth of the tree. The principal gaseous product would be bituminous matter, generally called coal-tar—the smoke condensed, caused by partial consumption of the carbon. It comes off in a gaseous state, and becomes coal tar (which is of the consistency of treacle) when condensed. Then there is carbonic acid gas, from the oxygen and carbon—it would be generated very abundantly from the consumption of this wood. We should also have sulphurated hydrogen gas generated, and also a little ammoniacal from hydrogen and nitrogen gas; but it would not remain long in a gaseous state, but be absorbed by any water near. There would be carburetted hydrogen produced from the consumption of both the wood and coal very abundantly; indeed, both the olefiant and the light carburetted hydrogen. From the coal the products would be nearly similar to that of the wood, as to gaseous substances, though in different proportions; but there would be more carbonaceous matter remaining. In the dry coal of this country, there is about 16 parts in every 100 of nitrogen. From the animal wool, by heat of combustion or decomposition, or other animal matter, there would be ammoniacal gas, which would be absorbed by water; also carbonic acid in a gaseous state, hydro-sulphuric acid or sulphurated hydrogen, in a gaseous state; phosphoretted hydrogen, a combination of phosphorus and hydrogen, the olefiant and the light carburetted hydrogen. There would be other reproductions; but those would be the principal gaseous matters, in mechanical mixture, and not chemical combination, in the atmosphere."—Supposing there was any stagnant water near, it might be tested for the presence of ammonia. I know, from experience, that that gas is very deleterious to the lungs. Carbonic acid gas would be injurious. Sulphurated hydrogen gas would be very highly so. If all these gases were evolved in mechanical mixture, the result would be highly injurious to animal life, as I know from my own experiments on small animals. In a confined situation, such as that of a mine, if the atmosphere were charged with any considerable quantity of these gases, it would certainly produce death from suffocation. I can refer you to many eminent authorities for the proportion of the gases which produce this effect. If a fire were kindled in the ordinary workings of a breast-high mine (not a shaft), where the mine is about three-quarters wide and three feet high, if a strong current drew through it, it would certainly be injurious; but, if confined stagnant without a current, it would be more highly so; many of the gases would increase in their proportions to the atmosphere, and animal life could not be supported in the deleterious mixture. None of these would descend unless forced back by their own pressure, but would ascend from a higher to a lower level. In order to counteract the deleterious effects of the gases, there must be a very strong and rapid current; but there would not be such a current in the working of any coal mine I ever saw, as to prevent their deleterious effects. There would be considerable abstraction or absorption of oxygen from the atmosphere, and this would render the deleterious effects more fatal. If the ordinary atmosphere of a mine was highly charged in sulphurated hydrogen gas, even if oxygen were present, it would be highly deleterious, perhaps fatal to animal life, though it would support the burning of a candle. A candle would not burn in one part of four of carbonic acid gas, but it would burn in one in ten.

Cross-examined.—These results always take place from the combustion of these materials. The effects upon the human frame depend upon the proportions and the quantity of the gases. When oxygen combines with carbon, combustion is produced. Oxygen is the essential element to support life; and, generally speaking, combustion could not exist without the presence of oxygen. If the oxygen were withdrawn the fire would go out. A light would be extinguished in a jar of hydrogen, except where mixed with the oxygen. I understand the general opinion amongst colliers is, that, where a candle burns they are safe; but it has been proved, that the contrary is the fact. Carbonic acid gas is always heavier than the atmosphere; and therefore, if a candle will not burn in it, it proves there is danger; but there is danger often where the candle will burn, though of course not so great.

Re-examined.—If any iron pyrites were present in the coal, and coal generally in this country contains it, there would be sulphurous acid produced, which is the smothering smell, we sometimes feel from the want of an air draught. Chlorine gas would support the combustion of a candle, but life could not be sustained in it for an instant; but that is not produced by the combustion of any of these materials.

By the Coroner.—The dangerous quality of this gas does not arise altogether from the confined situation, but it would be considerably increased by it. One part in 300 of unburnt hydrogen, even in the most open space, and in a current, would be fatal to human life; and one part in 300 would kill a dog; one part in 1600 would destroy a bird.

*Coriolis Radcliffe (surveyor), of Read, near Burnley.*—It is not usual to make a fire in a breast-high mine; I never saw one in all my experience of twenty-four or twenty-five years. I have seen a fire at the bottom of a perpendicular shaft to extract the fuel air. I can see no use in making a fire in a mine of this description, and I should think it would be attended with danger from the smoke. I don't suppose sufficient would be the result, with a common coal fire, where there was sufficient draught. I cannot state what gases would be evolved, and am no chemist. I think it would not be strong enough. I have gone down a shaft where there has been a strong fire at the bottom, but there was plenty of air there. Colliers sometimes work in an inch or two of water, and they do not suffer from a cold; they may keep themselves warm enough by working, and no fire would be required for the purpose of keeping the colliers warm.

**PARK GATE IRON WORKS, ROTHERHAM.**—The extensive iron works in the neighbourhood of Rotherham, called the Park Gate Iron Works, and carried on by a company of proprietors, principally residing in Birmingham, have been purchased by John Schofield, Esq., M.P.

**POLYTECHNIC INSTITUTION.**—Prince Albert, attended by Captain Seymour and Colonel Bowater, paid a visit to this institution, in Regent-street, on Wednesday last, for the purpose of inspecting the improvements, new models, &c., which have been introduced since its recent close, and previously to its being re-opened to the public this day (Saturday). The Prince and his party were received at the principal entrance by Mr. I. R. Sievier (the managing director) and the other directors of the institution, who accompanied him over the various galleries and apartments of the establishment, for the purpose of explaining the nature and use of the numerous models and specimens of art and manufacture with which the institution is stored. It may be as well here to observe, that the avowed object of the directors of this institution is, to invigorate, by the most simple and interesting methods of illustration, those sound and important principles upon which science is based, and to afford to the inquirer the means of obtaining a general knowledge of the processes by which the results of art and manufacture are produced; and, looking to the way in which they have endeavoured to carry out that object, we are bound to admit that they are fully entitled to both the praise and patronage of the public. An important object, among others, contemplated by the managers, is the institution of a class for the scientific instruction of men engaged on railways.—The "private view," which took place on Thursday, was most numerously attended, and formed a fashionable promenade throughout the day. We purpose taking a public view on an early day, when the several novelties shall receive attention.

**SERIOUS FAILURE.**—The eminent house of Fox and Co., wire drawers, of Birmingham, stopped payment on Wednesday. Their liabilities are said to exceed £30,000, but it is hoped eventually there will be 20s. in the pound for all the creditors. By this unlock-for event upwards of 500 pair of hands will be thrown out of employment in Birmingham alone, besides a great number in Wales.—*Worcester Herald.*—[It is satisfactory to learn that the failure of this house, which possessed the exclusive license of manufacturing Andrew Smith's patent wire rope, will not in any way interfere with its manufacture—orders for which have been given lately from the Admiralty, the Blackwall Railway, and others, to a considerable extent.—*Ed. M. J.*]

**BRIGHTON RAILWAY.**—On Thursday the last arch of the Ouse Viaduct, on the London and Brighton Railway, was keyed by Mr. Maude, the resident engineer of the centre district of the railway. In the presence of the parties engaged on the work, together with a considerable number of visitors from Brighton and Lewes. The viaduct is built for the purpose of carrying the railway over the valley through which flows the river Ouse, and near that spot where that river becomes navigable. It is about two miles and a half from Hayward's Heath, and twenty from Brighton. The viaduct consists of two abutments and thirty-seven semicircular arches, of a forty feet span, and varying in height from 48 to 96 feet. The entire length of the viaduct is 1475 feet, or rather more than a quarter of a mile, and the width of the railway is twenty-eight feet. Upwards of 11,000,000 bricks, made from the soil of the neighbourhood, have been used in the structure, independently of about 400,000 feet of masonry, in the foundation and elsewhere. The first stone was laid in the middle of May last year, so that this stupendous undertaking has been completed in about eighteen months. Most satisfactory accounts continue to reach us of the progress of the works throughout the line.—*Brighton Gazette.*

**EARTHQUAKES.**—We have again a remarkable example of the coincident occurrence of earthquakes in distant parts of the world. The town of Zante, in the island of the same name, has been ruined by a series of terrific shocks between the 24th and 30th of October; and our paper of the 31st October records a shock on the 26th of that month at Comrie. The distance between these localities is nearly 1700 miles, or one-fifteenth part of the circumference of the globe. The bearing is north-west and south-east. It may be remembered that the great earthquake of 23d October last year, was felt simultaneously at Comrie, in Piedmont, and at Reggio, in Calabria—that is, over a line coinciding in direction with the present, and only a little shorter. If we prolong the line connecting Reggio and Comrie farther northward, it strikes Mount Hecla in Iceland, and may thus be said to have an active volcano at each extremity—Etna at the one, and Hecla at the other. Its length will be 2300 miles, or one-eleventh part of the circumference of the globe. It is extremely probable that by and bye we shall hear of earthquakes between the 24th and 30th October, in the Alps, or Apennines, or at other intermediate localities.—*Scotsman.*

**SALE OF COPPER ORES AT SWANSEA.**  
Sampled Nov. 18, and sold at Swansea on the 9th December.

Mines	Tons	Product	Brand	Price	Mines	Tons	Product	Brand	Price						
Cobre	97	149	96	11 13	0	Cobre	65	96	94 23	0	Cobre	65	96	94 23	0
ditto	160	161	92	13 6	0	Chilli	100	232	92 20	10 0	ditto	232	232	92 20	10 0
ditto	95	164	94	12 9	0	ditto	87	204	93 20	10 0	ditto	204	204	93 20	10 0
ditto	20	168	94	12 11	0	ditto	89	204	96 20	5 0	ditto	204	204	96 20	5 0
ditto	90	21	93	21 4	0	ditto	74	234	96 22	1 6	ditto	234	234	96 22	1 6
ditto	80	263	93	22 1	0	ditto	67	234	96 20	12 6	ditto	234	234	96 20	12 6
ditto	70	263	92	21 19	0	ditto	66	234	96 29	2 6	ditto	234	234	96 29	2 6
ditto	63	181	92	12 19	0	ditto	11	297	96 18	2 6	ditto	297	297	96 18	2 6
ditto	160	164	92	13 15	0	ditto	51	234	96 18	18 6	ditto	234	234	96 18	18 6
ditto	81	16	92	13 18	0	ditto	22	222	97 19	19 0	ditto	222	222	97 19	19 0
ditto	65	244	93	24 20	0	ditto	13	101	12 16	0	ditto	101	101	12 16	0
ditto	49	183	96	12 13	0	ditto	83	105	102 16	0	ditto	105	105	102 16	0
ditto	96	164	97	14 8	0	ditto	75	142	102 12	6 0	ditto	142	142	102 12	6 0
ditto	60	274	93	23 4	0	Allihies	124	100	111 14	9 12	ditto	111	111	10 17	6 0
ditto	51	263	93	22 6	0	ditto	80	104	111 14	9 17	ditto	111	111	10 17	6 0
ditto	59	28	94	21 5	0	Ballymurtagh	80	184	96 12	9 12	ditto	184	184	96 12	9 12
ditto	21	164	94	13 6	0	ditto	44	84	186 15	2 15	ditto	186	186	186 15	2 15
ditto	102	163	94	13 15	0	ditto	38	144	142 2	6 0	ditto	142	142	142 2	6 0
ditto	80	164	94	13 12	0	Cronshane	80	222	96 17	0	ditto	222	222	96 17	0
ditto	63	164	94	13 12	0	Llywod	80	222	96 17	0	ditto	222	222	96 17	0
ditto	32	175	93	22 18	0	ditto	68	220	96 22	1 7	ditto	220	220	96 22	1 7
ditto	102	163	94	13 18	0	ditto	5	4	196	2 16	ditto	196	196	2 16	0
ditto	80	362	94	23 0	0	Lacksmore	80	104	132 22	1 16	ditto	132 22	132 22	1 16	0
Total	1708	428117	7	0	Fingal	18	82	82 17	0	Total	82	82	82 17	0	
Total tons	3038	Total amount	£4,454 11s. 6d.		Total	82	Total	£4,454 11s. 6d.							

**SALE OF COPPER ORES AT REDRUTH.**  
Sampled Nov. 25, and sold at Andrew's Hotel, Redruth, Dec. 16.

Mines	Tons	Price	Produced	Mines	Tons	Price	Produced
Friendship	121	5	7 6	Vivians	74	4 12	W. G. Greenfield
ditto	65	6	8 0	English Co.	ditto	7	4 12
ditto	41	3 18	6				

## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
BANK STOCK, 7 per Cent.	1564 7	1566 7	1564 7	1564 7	1574 7	1574 7
5 per Cent. Red. Anns.	895 9	894 4	894 4	894 4	894 4	894 4
3 per Cent. Consols.	898	—	902	902	902	902
2d per Cent. Anns., 1818.	—	902	902	—	—	—
2d per Cent. Anns., 1728.	—	902	902	—	—	—
2d per Cent. Red. Anns.	978 8	978 8	978 8	978 8	978 8	978 8
New 5d per Cent. Anns.	984 2	988	—	—	—	—
New 5d per Cent.	—	—	—	—	—	—
Long Anns.	13	12	13	12	13	13
Anns. for 30 Years	124	—	124	—	—	—
Ditto.	1866	—	1866	—	—	—
India Stock, 104 per Cent.	240	—	—	—	—	—
South Sea Stock, 2d per Cent.	—	—	—	—	—	—
Ditto Old Anns. 8 per Cent.	—	—	—	—	—	—
Ditto New Anns. 8 per Cent.	—	—	—	—	—	—
3 per Cent. Anns., 1791.	—	—	—	—	—	—
India Bonds, 3 per Cent., 15 1/2 d.	14	14	14	14	14	14
Exchequer Bills, £1000, 2d 5 3/4 p.m. b 3pm 5 2pm 2 4pm 4 1pm	13 3/4	13 3/4	13 3/4	13 3/4	13 3/4	13 3/4
Ditto	2000	6	6	6	6	6
Ditto Small.	6	6	6	6	6	6
Ditto Advertised.	—	—	—	—	—	—
8 p. Cent. Cons. for Act. Jan. 15	864 9	867 9	862 4	862 4	862 4	862 4
Bank Stock for Op. Jan. 15.	—	—	—	—	—	—
India Stock for Ac. Jan. 14.	—	—	—	—	—	—

## BANK OF ENGLAND.—TRANSFER BOOKS.

	SATURDAY	OPENED	WEDNESDAY, Dec. 2, 1840.	FRIDAY, Jan. 15, 1841.
3 per Cent. Consols.	—	—	Wednesday, Dec. 2, 1840.	Friday Jan. 15, 1841.
New 8d per Cent.	—	—	Thursday 3	—
3 per Cent., 1728.	—	—	Thursday 10	—
New 5 per Cent.	—	—	Tuesday 11	—
Annuities, Terms of years.	—	—	Friday 12	—
East India Stock.	—	—	Thursday 13	—
South Sea Stock.	—	—	Friday 14	—
Ditto New Ditto.	—	—	Thursday 15	—
3 per Cent., 1791.	—	—	Thursday 16	—

## FOREIGN STOCKS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	1074	—	—	—	—	—
Belgian, 5 per Cent.	984	—	98	—	—	—
Brazilian.	71	71	714 1	712	—	—
Ditto, 1829.	—	—	—	—	—	—
Buenos Ayres, 6 per Cent.	—	—	—	—	—	—
Cuba, 6 per Cent.	—	—	—	—	—	—
Chilian, 6 per Cent.	—	—	—	—	—	—
Colombian, 6 per Cent.	—	—	—	—	—	—
Ditto, 1824, ditto.	294 1	242	—	—	—	—
Dutch, 8 per Cent.	—	—	774	—	—	—
Mexican, 5 per Cent.	292	294 30	304	294	—	—
Ditto, deferred do.	102 4	104 4	102	102 10	102	—
Ditto, 1825, 6 per Cent.	—	—	—	—	—	—
Ditto, do. do. 6 per Cent.	—	—	—	—	—	—
Ditto 5 p. Ct. Consol., 1827	—	—	—	—	—	—
Ditto Divers.	—	—	—	—	—	—
Neapolitan, 5 per Cent., 1824.	—	—	—	—	—	—
Peruvian, 4 per Cent.	—	10	14	—	—	—
Portuguese, 5 per Cent.	—	—	—	—	—	—
Ditto, New 5 per Cent.	344 1	344 1	344 1	344 1	344 1	344 1
Ditto, 1824, 5 per Cent.	—	—	—	—	—	—
Ditto, 1825, 6 per Cent.	—	—	—	—	—	—
Ditto, do. do. 6 per Cent.	—	—	—	—	—	—
Ditto 5 p. Ct. Consol., 1827	—	—	—	—	—	—
Ditto Divers.	—	—	—	—	—	—
Russian, 1822, 5 per Cent.	—	—	—	—	—	—
Ditto, passive.	52	54	52	54	—	—
Ditto, 2d per Cent.	212 2	229 1	222	224 1	222	20
Russian, 1822, 5 per Cent.	—	—	—	—	—	—
Spanish, 5 per Cent. Consols.	282 4	284 4	284 4	284 4	284 4	284 4
Ditto, deferred.	12	12	12	12	12	12
Dutch, 2d per Cent.	512 1	512 1	512 1	512 1	512 1	512 1
Ditto, 5 per Cent.	962	972	968 8	968 8	968 8	968 8
Ditto, 5 New, 1827.	—	—	—	—	—	—

## FRENCH FUNDS.

	SATURDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
FARMS.	—	—	—	—	—	—
LONDON.	—	—	—	—	—	—
5 per Cent. Ann.	Dec. 3	Dec. 5	Dec. 7	Dec. 8	Dec. 9	Dec. 10
Ex. on Land. 1 mil.	111,700	110,500	110,300	111,200	—	—
ditto	286,170	286,200	286,200	286,200	—	—
4d per Cent. Ann.	100,200	—	100,200	—	—	—
4 per Cent. Ann.	981,750	981,000	981,000	981,000	—	—
Exchange	—	—	—	—	—	—
5 per cent.	792,200	787,700	777,600	766,700	777,600	—
Bank Shares	3,100	3,200	3,200	3,200	3,200	—

## IRISH FUNDS.

	SATURDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
ROYAL CANAL STOCK.	—	—	—	—	—	—
Patriotic Insurance.	10	0	0	0	0	0
Prov. Bank of Ireland.	25	0	0	0	0	0
Hibernian Bank.	25	0	0	25	—	—
Grand Canal Stock.	—	—	—	—	—	—
Mining Co. of Ireland.	7	0	0	154	—	—
City of Dublin Stock Co.	100	0	0	144	—	—
Kingsland Town Railway.	100	0	0	75	—	—

## AMERICAN FUNDS.

	SATURDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
NEW YORK	867	88	—	—	—	—
Louisiana & 1844	7,50	7,50	8,52	8,63	—	—
Mississippi, 6 1861, 6, 7, 71	—	—	—	—	—	—
INCORPORATED BANKS.	—	—	—	—	—	—
Per Cent.	—	—	—	—	—	—
United States.	8 1866.	130	67	67	—	—
Louisiana State.	10 1870.	—	—	—	—	—
Bank of Louisiana.	1870	—	—	—	—	—
N. Orleans, Canal & B. Co.	—	—	—	—	—	—
City Bank.	—	—	—	—	—	—
Paris, 3 days' sight.	28 40	28 20	—	—	—	—
Ditto.	26 65	22 25	22 25	22 25	—	—
Bordeaux.	26 70	25 25	25 25	25 25	—	—
Frankfort on Main.	149	—	—	—	—	—
Petersburg, p. rable.	27	—	—	—	—	—
Berlin, — car. doll.</td						